2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

77

Pulaski County Town of Pulaski Town of Dublin

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Pι	Jiaski Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus	Ti			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County															
~~ ~~				From:		Wythe County I									
[11] [81]	2.68		_			ee I-81 for direc						•			
	Combined Traffic:	38000	G	72% To:	1%	1% 1% SR 100	24%	2%	F	0.070	F	0.522	38000	G	
				From:		I-81 South of Pu	laski								
11)	3.89	3100	G	95%	1%	2% 1%	2%	0%	С	0.095	F	0.522	3100	G	2003
				To:		SCL Pulaski	i								
Town of Pulaski															
~~				From:		SCL Pulaski									
(11) Washington	Ave 0.71	3500	G	98%	1%	1% 0%	0%	0%	F	0.092	F	0.647	3800	G	2003
~				From:		2nd St		-							
11 Washington	St 0.30	5800	G	98%	1%	1% 0%	0%	0%	С	0.087	F	0.633	6300	G	2003
\smile				To: From:		Main St		ŀ							
11 Washington	Ave 0.22	5300	G	99%	0%	0% 0%	0%	0%	F	0.098	F	0.627	5800	G	2003
				To-		5th St									
~~~ ·			_	From:	201	Washington A			_		_				
11 5th Street	0.20	8200	G	99%	0%	0% 0%	0%	0%	F	0.087	F	0.51	8900	G	2003
				To: From:		Lee Hwy 5th St									
11 Lee Hwy	0.84	12000	G	99%	0%	0% 0%	0%	0%	С	0.089	F	0.549	13000	G	2003
(11) 200,	0.0 .			T					Ū	0.000	•	0.0.0	.0000		
C Loc Hung	1.60	42000	G	From:	00/	Alum Spring I	Rd 0%	00/	г	0.00	F	0.500	12000		2002
11 Lee Hwy	1.60	12000	G	99% To:	0%	0% 0% ECL Pulaski		0%	F	0.09	Г	0.509	13000	G	2003
						ECL Fulaski	ı								
Pulaski County				From:		ECL Pulaski	i	1							
(44)	2.49	15000	G	99%	0%	0% 0%	0%	0%	F	0.083	F	0.555	15000	G	2003
[11]	2.10			- T	0,0					0.000	•	0.000	10000	Ŭ	2000
	1.53	15000	G	99%	0%	77-643 0% 0%	0%	0%	F	0.084	F	0.546	15000	G	2003
[11]	1.55	13000	G	70:	0 /0	WCL Dublir		0 /6	'	0.004	'	0.540	13000	G	2003
						W CE Dubin									
Town of Dublin				From:		WCL Dublir	1	I							
<u>(11)</u>	0.16	15000	N	99%	0%	0% 0%	0%	0%	Ν	0.084	Ν	0.546	15000	Ν	2003
				To:		SR 100									
	0.97	15000	G	97%	0%	1% 0%	1%	0%	F	0.091	F	0.510	17000	G	2003
[11]	0.91	13000	G	70 To:	0 /0	ECL Dublin		0 /6	'	0.091	'	0.510	17000	G	2003
5.1.16				<u> </u>		ECE Buoini	•								
Pulaski Countv				From:		ECL Dublin	1	I							
<u>[11]</u>	1.19	15000	N	97%	0%	1% 0%	1%	0%	Ν	0.091	Ν	0.510	17000	Ν	2003
				To:											
	2.68	13000	Α	From: 97%	0%	77-1085 1% 0%	1%	0%	С	0.104	Α	0.65	14000	Α	2003
[11]	2.00	13000	^	91 /0	0 /0	170 070	1 /0	0 /6	C	0.104	^	0.05	14000	^	2003
		4655		From:	201	77-747 East of D				0.05=	_	0 = 1 :	400		
11	1.99	16000	G	97%	0%	1% 1%	1%	0%	С	0.093	F	0.541	18000	G	2003
				From:		SR 114 West of R	adford								
11)	0.29	21000	G	97%	0%	1% 0%	1%	0%	F	0.088	F	0.595	22000	G	2003
<u> </u>				To: From:		77-600 West of R	adford	<u> </u>							
11	0.46	25000	G	97%	0%	1% 1%	1%	0%	С	0.087	F	0.524	26000	G	2003
				To-		Montgomery Coun									
North	<u> </u>			From:		Wythe County I	Line								
North 81	2.68	19000	G	72%	1%	1% 1%	24%	2%	F	0.082	F		19000	G	2003
	Combined Traffic:	38000	G	72%	1%	1% 1%	24%	2%	F	0.070	F	0.522	38000	G	
				To:											
				From:		US 11									_
North															
North 81	0.14	22000	N	72%	1%	1% 1%	24%	2%	Ν	0.104	Ν		21000	N	2003
North 81	0.14 Combined Traffic:		N N	72% 72 <u>%</u>	1% 1%	1% 1% 1% 1% SR 100	24% 24%	2% 2%	N N	0.104 0.080	N N	0.68	21000 40000	N N	2003

					Pu	ılaski Ma	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ulaski Countv Iorth				From:			SR 100		1							
81)	2.11	22000	G	72%	1%	1%	1%	24%	2%	F	0.104	F		21000	G	2003
01)	Combined Traffic:	40000	G	72%	1%	1%	1%	24%	2%	F	0.080	F	0.68	40000	G	
	Combined Traine.	10000		To:	170			2170		•	0.000	•	0.00	10000	Ü	
lorth				From:			47 S INT									
81)	1.67	18000	G	72%	1%	1%	1%	24%	2%	F	0.101	F		18000	G	2003
	Combined Traffic:	37000	G	72%	1%	1%	1%	24%	2%	F	0.078	F	0.594	37000	G	
lorth				To: From:			SR 99		-							
81)	4.35	20000	G	72%	1%	1%	1%	24%	2%	F	0.071	F		20000	G	2003
9.7	Combined Traffic:	39000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.527	39000	G	
				To:			SR 100									
lorth	0.50	00000	_	From:	40/			0.40/	00/	_	0.000	_		00000	_	0000
81)	2.59	23000	G	72%	1%	1%	1%	24%	2%	F	0.069	F		23000	G	2003
	Combined Traffic:	45000	G	72%	1%	1%	1%	24%	2%	F	NA			44000	G	
orth				From:			77-660									
81)	4.00	20000	F	72%	1%	1%	1%	24%	2%	F	0.079	F		20000	F	2003
	Combined Traffic:	41000	G	72 <u>%</u>	1%	1%	1%	24%	2%	F	NA			41000	G	
				To:		Montgom	ery County	Line								
outh				From:			County Li									
81)	2.71	19000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		19000	G	2003
	Combined Traffic:	38000	G	72%	1%	1%	1%	24%	2%	F	NA			38000	G	
outh				To-			US 11									
81)	2.77	19000	G	73%	1%	1%	1%	23%	2%	F	0.078	F		19000	G	2003
01)	Combined Traffic:	40000	G	72%	1%	1%	1%	24%	2%	F	NA	-		40000	G	
							or Road F-			-						
outh			_	From:	407					_		_		40000	_	
81)	1.91	19000	G	73%	1%	1%	1%	23%	2%	F -	0.08	F		19000	G	2003
	Combined Traffic:	37000	G	72%	1%	1%	1%	24%	2%	F	NA			37000	G	
outh				From:			SR 99									
81)	4.39	19000	G	73%	1%	1%	1%	23%	2%	F	0.078	F		19000	G	2003
	Combined Traffic:	39000	G	72%	1%	1%	1%	24%	2%	F	NA			39000	G	
				To- From:			SR 100									
outh	2.40	22000	G	73%	1%	1%	1%	23%	2%	F	0.073	F		22000	G	2003
81	Combined Traffic:		G	73% 72%	1%	1%	1%	24%	2%	F		Г		44000	G	2003
	Combined Trainc.	45000	G	1270	1 70			24 70	270	Г	NA			44000	G	
outh				From:			77-660									
81)	3.62	21000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		21000	G	2003
	Combined Traffic:	41000	G	72 <u>%</u>	1%	1%	1%	24%	2%	F	NA			41000	G	
				To-		Montgom	ery County	Line								
own of Pulaski				F		110			1							
99 Randolph Ave	9 0.68	1600	G	98%	1%	NC 1%	L Pulaski 0%	1%	0%	F	0.1	F	0.582	1700	G	2003
99 Randolph Ave	, 0.00	1000	J	JU /0	1 /0			1 /0	J /0		0.1	'	0.002	1700	J	2003
Dondalah A	0.47	2000		From:	40/		9th St	10/	00/		0.000	г	0.504	2000		2000
99) Randolph Ave	0.47	3600	G	98%	1%	1%	0%	1%	0%	С	0.088	F	0.501	3900	G	2003
			.=	From:			3Rd St									
99) Randolph Ave	0.08	4000	G	98%	1%	1%	0%	1%	0%	F	0.083	F	0.724	4300	G	2003
<u>~</u>				To: From:			Main St dolph Ave									
99) Main Street	0.20	1900	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.887	2000	G	2003
33)	Combined Traffic:	3700	G	98%	0%	0%	0%	1%	0%	F	NA	-		4000	G	_550
$\sim$		••	_				nington Ave									
						wash		-	-			_				
Main Street	U 33	3000	G	From:	Λº/ ₂				O%	C	በ 1በ3	F	0.640	<u>4</u> 200	G	ასსა
99) Main Street	0.32 Combined Traffic:	3900 7900	G G	98% 98%	0% 0%	1% 0%	0% 0%	1% 1%	0% 0%	C C	0.103 NA	F	0.649	4200 8600	G G	2003

					Pι	iiaski Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Pulaski						ZAXIC	3 - Axic	TTTGII	ZITAII		1 actor		ractor			
			_	From:			Rd St					_			_	
99 Main Street	1.10	13000	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.501	14000	G	2003
				To: From:			Vhite Blvd									
99 Main Street	1.00	7300	G	98% To:	0%	1%	0%	1%	0%	F	0.083	F	0.658	7900	G	2003
				110		ECI	_ Pulaski									
Pulaski County				From:		ECI	_ Pulaski									
99)	1.35	7300	G	95%	1%	1%	0%	3%	0%	С	0.092	F	0.607	7400	G	2003
				To:		I-81 &	k RT F047	1								
Town of Pulaski																
2rd Stroot	0.25	1800	G	From:	00/		andolph A	ve 1%	00/	_	0.000	F	0.040	2000	G	2002
99 3rd Street	0.25 Combined Traffic:	3700	G	98% 98%	0% 0%	0% 0%	0% 0%	1%	0% 0%	F F	0.088 NA	Г	0.849	2000 4000	G	2003
	Combined Trainc.	3700	G	90%	0%				070	Г	INA			4000	G	
	0.34	4000	G	From: 98%	0%	0%	ashington 2	Ave 1%	0%	С	0.095	F		4300	G	2003
99	Combined Traffic:	7900	G	98%	0%	0%	0%	1%	0%	С	NA			8600	G	2003
	Combined Trainc.	7900	G	70: To:	0 /0		9 Main St	1 /0	0 /6	C	INA			8000	G	
Pulaski County																
				From:			County Lir									
100)	3.91	3600	G	93%	1%	1%	3%	2%	0%	F	0.092	F	0.718	3600	G	2003
$\stackrel{\smile}{=}$				To: From:			est of Drap									
100 (81)	2.11												segment.			
	Combined Traffic:	40000	G	72%	1%	1%	1%	24%	2%	F	0.080	F	0.68	40000	G	
				To: From:			-47 S INT									
100 81	1.67		_										segment.		_	
	Combined Traffic:	37000	G	72%	1%	1%	1%	24%	2%	F	0.078	F	0.594	37000	G	
	4.05			From:		Γ F-47 M I			· · · · · · · ·		·	41- 1-				
100 81	4.35	20000	_	700/									segment.	20000	0	
	Combined Traffic:	39000	G	72% To:	1%	1%	1% FR 47	24%	2%	F	0.074	F	0.527	39000	G	
				From:			I-81									
(100)	0.84	14000	Α	93%	0%	2%	1%	4%	0%	С	0.102	Α	0.522	16000	Α	2003
				To: From:		77-682 Sc	outh of Du	blin								
(100)	0.21	17000	G	93%	0%	2%	1%	4%	0%	F	0.090	F	0.568	18000	G	2003
				To:		SCI	_ Dublin									
Town of Dublin				From:		ggr	. D. L.F.									
100	0.51	17000	N	93%	0%	2%	Dublin 1%	4%	0%	N	0.090	N	0.568	18000	N	2003
100	0.01	17000	••	To:	070			770		.,	0.000		0.000	10000	.,	2000
100	0.21	5300	G	91%	0%	1%	1 Dublin 3%	5%	0%	С	0.095	N	0.665	5700	G	2003
100	0.21	0000	Ū	To:	070		L Dublin	070	070	Ü	0.000		0.000	0700	Ü	2000
Pulaski County									-							
				From:			L Dublin									
100 Clebone Rd	4.16	5800	F	92%	1%	1%	2%	5%	0%	С	0.095	F	0.665	6300	F	2003
				To- From:		7	7-627		-							
(100)	3.79	4900	G	93%	0%	2%	1%	4%	0%	F	0.097	F	0.75	5000	G	2003
				To:			County Lin									
$\overline{}$		00000	_	From:	001		est of Rad		001	_	0.000	_	0.00	00000		0000
114)	0.37	20000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.63	22000	G	2003
				From:			0 Fairlawn			_						
114)	1.90	19000	G	98%	0%	1%	1%	1%	0%	С	0.084	F	0.545	19000	G	2003
~				To:		Montgome		Line								
	0.47	4800	•	From:	00/		JS 11	00/	00/	_	0.000	_	0.022	4000	<u></u>	2002
600	0.47	4800	G	99% To:	0%		0% R 114	0%	0%	С	0.089	F	0.922	4900	G	2003
						S	r 114									

					PI	Jiaski Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			റവ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski Countv				From:		SR 1	14		ī						
600	1.22	3400	Α	98%	0%			% 0%	C	0.108	Α	0.599	3600	Α	2003
000				To		77-6			¬						
600	1.58	2200	G	98%	0%			% 0%	F	0.089	F	0.620	2200	G	2003
				To:		77-6	27		1						
600	2.28	2000	G	98%	0%			% 0%	F	0.09	F	0.632	2000	G	2003
				To:		77-6	06		T						
600	1.98	250	R							NA			NA		03/13/200
				To: From:		1.98 MN	77-606		]						
600	0.04	90	R							NA			NA		03/13/200
				To: From:		77-6	02		]						
600	1.30	40	R	_					_	NA			NA		03/13/200
<u> </u>				To:		Giles Cou			<u> </u>						
	2.40	160	R	From:		Bland Cou	nty Line			NA			NA		1999
601)	2.40	160	ĸ	To:		77-738 S	OUTH		7	INA			INA		1999
				From:		77-738 N									
601)	5.32	100	R							NA			NA		1995
				To: From:		5.32 ME 77-7	38 NORTH	I	_						
601)	1.10	150	R							NA			NA		1999
				To: From:		77-6	43		_						
601)	5.60	350	R	To		CD 1	00		7	NA			NA		1999
				From:		SR 1			<u> </u>						
(000)	0.70	50	R	FIOIII.		Dead	End			NA			NA		03/13/200
602	0.70	•	• • •	To		77-6	00		1						00/10/200
				From:		Cul-de	-Sac								
603	1.45	250	R							NA			NA		1999
				To:		77-672	East		]						
603	0.44	40	R	_					_	NA			NA		1999
				To:		77-672									
	0.50	00	_	From:		77-6	21			<b>N</b> 1.0			NIA		00/44/000
604)	0.56	60	R	To:		77-6	21		7	NA			NA		03/11/200
				From:		77-6			1						
605)	1.62	340	G	99%	0%			% 0%	_ F	0.115	F	0.511	350	G	2003
				To		77-619			1						
605)	3.54	550	G	99%	0%			% 0%	С	0.097	F	0.684	560	G	2003
				To: From:		77-6	64		<b></b>						
605)	1.83	1200	G	99%	0%			% 0%	F	0.091	F	0.692	1200	G	2003
				To: From:		77-690 N	ORTH		1—						
605)	0.41	2200	G	99%	0%			% 0%	С	0.09	F	0.654	2200	G	2003
				To:		Montgomery	County Lin	9							
$\bigcirc$			_	From:		Dead								_	
606	0.25	70	G	99%	0%			% 0%	_ F _	0.177	F	0.615	70	G	2003
		454		From:	601	77-8		0/ 00:	<u> </u>	0.105		0.6==	400		0000
606	1.40	450	G	99%	0%			% 0%	_ F _	0.106	F	0.657	460	G	2003
		050		From:	601	77-6		0/ 00:		0.000	_	0.5=0			
606	0.20	850	G	99% To:	0%	1% 77-6		% 0%	¬ C	0.096	F	0.573	870	G	2003
				From:					] ]						
607)	0.60	80	R			Wythe Cou	шцу шпе		_	NA			NA		02/21/200
				To:		77-6	08		1						
<del></del>															

						ilaski iviali										
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77	7-608		ī							
607	1.86	370	G	93%	0%	3%	2%	2%	0%	С	0.088	F	0.611	380	G	2003
607)				To: From:			7-752									
607)	0.11	350	G	93%	0%	3%	2%	2%	0%	F	0.087	F	0.629	360	G	2003
007)				To			5-693									
				From:		Wythe C	County Li	ine								
608	0.70	110	R								NA			NA		1999
				To-		77	7-607									
				From:		Wythe C	County Li	ine								
609	1.23	80	R								NA			NA		02/21/200
				To: From:			O SOUTH O NORTH									
600	1.34	200	R	<u> </u>		SK 100	JINOKII	1			NA			NA		1999
609				To:		77.65	2 WEGT									
600	1.80	60	R	From:		//-65	3 WEST				NA			NA		1999
609	1.00	00									147 (			14/ (		1000
	1.10	290	R	From:		7.	7-658				NA			NA		1999
609	1.10	290	K								INA			INA		1999
	2.22		_	From:		77-65	3 EAST									00/04/000
609	0.60	80	R	To		Day	od End				NA			NA		02/21/2002
							ad End									
	4.10	60	В	From:		Wythe C	County Li	ine			NΙΔ			NΙΔ		02/27/2002
610	4.10	60	R								NA			NA		02/2//2002
				From:		77	7-758									
610	1.60	330	R	To		g g r	D 1 1:				NA			NA		02/27/2002
							Pulaski									
	4.50	<b>5</b> 400	_	From:	00/		7-694	40/	00/	_	0.407	_	0.07	5500	_	0000
611)	1.56	5400	G	97%	0%	1%	1%	1%	0%	С	0.107	F	0.67	5500	G	2003
				From:			R-47									
611)	1.77	1400	G	97%	0%	1%	1%	1%	0%	F	0.109	F	0.55	1400	G	2003
				To: From:			-1039									
<b>611</b> )	1.56	1700	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.536	1700	G	2003
				To: From:	77-660 C	laytor Lake	State Par	rk Road Sy	/stem							
611)	2.97	880	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.561	890	G	2003
				To: From:		77	7-626									
(611)	0.56	340	R	From:							NA			NA		1999
				To		77	7-799									
611)	0.75	20	R	From:		,	1 177				NA			NA		1999
011)				To:		Montgomer	ry County	y Line								
				From:		Dea	ad End		1							
612	0.40	6	R	-							NA			NA		03/13/2002
				To		0.40 ME	E Dead E	nd								
(612)	1.00	120	R	From:		0.101111	Doud D	114			NA			NA		03/13/2002
012				To:		77	7-606									
				From:		77	7-693									
613)	0.46	50	R						•		NA			NA		03/07/2002
				To:		77	7-619									
613)	2.27	100	R	From:		/ /	017			· <u> </u>	NA		_	NA	· <u> </u>	1995
019				Tar		0.003	CC 22 (1)	0								
(40)	0.04	100	R	From:		2.28 N	IE 77-619	9			NA			NA		1995
613	0.04	100	ĸ	_							INA			INA		1990
$\overline{}$		646		From:	401		7-664	001	001		0.445		0.700	050		0000
613	0.04	340	G	99%	1%	0%	0%	0%	0%	С	0.113	F	0.762	350	G	2003
$\sim$				To:		Montgomer	ry County	y Line								

					Pt	Jiaski Mai	ntenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		(.)(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		7	7-617		1							
(614)	0.70	70	R								NA			NA		03/13/2002
				To:			ad End									
615	0.60	120	R	From:		7'	7-611				NA			NA		1999
615				To:		0.60 N	IN 77-61	1								
(615)	0.45	60	R	From:		0.00 1	111 // 01				NA			NA		03/26/2002
				To:		De	ad End									
	0.20	20	R	From:		7'	7-600				NA			NA		03/13/2002
616	0.20	20	- 1	To:		De	ad End				11/-1			IVA		00/10/200
				From:		7	7-747									
617)	0.08	1100	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.522	1200	G	2003
(617) (617)	0.90	1300	G	From: 99%	0%	0%	0%	0%	0%	С	0.099	F	0.597	1300	G	2003
				To			'-1062									
(617)	3.43	630	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.533	640	G	2003
				To: From:			27 EAST 27 WEST									
617)	2.50	40	R			77 02	7 WEST				NA			NA		02/25/2002
				To: From:		2.50 N	IN 77-62	7	-							
617	0.30	120	R								NA			NA		03/20/2002
				From:		7	7-614									
617)	0.24	250	R	To		7'	7-600				NA			NA		03/20/2002
				From:			7-636		1							
618)	0.25	130	R								NA			NA		03/05/2002
				To:			ad End									
	3.33	90	R	From:		7	7-693				NA			NA		1999
619	3.33	90	ĸ	To:		77-60	5 WEST				INA			INA		1999
$\bigcirc$	4.00		_	From:			05 EAST									00/0=/000
619	1.00	280	R	To:		7	7-613				NA			NA		03/07/2002
				From:			7-665									
(620)	1.60	330	R								NA			NA		03/07/2002
				To:		Montgome		Line								
621	0.34	930	R	From:		7	7-622				NA			NA		03/13/2002
(621)				To:		7'	7-776									
621)	0.50	420	R	From:		/	7-770				NA			NA		03/13/2002
				To:		7	7-679									
	0.47	20	_	From:		De	ad End				NΙΔ			NIA		02/44/2003
622	0.47	20	R	. —							NA			NA		03/11/2002
(622)	0.04	180	R	From:		7	7-705				NA			NA		03/11/2002
622				To:		7	7-621									
622	0.23	1200	R	From:		,					NA			NA		03/11/2002
				To: From:		7	7-724									
622	0.03	1700	R								NA			NA		03/11/2002
	^ ^=	4700		From:		7	7-685				NIA.			A.I.A		00/44/000
622	0.07	1700	R								NA			NA		03/11/2002
(622)	0.22	1800	R	From:		7'	7-715				NA			NA		03/11/2002
622				To:		7	7-695		1		11/7					

					Pt	ilaski Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77.600		1							
623	1.39	960	R			77-600				NA			NA		03/13/2002
623	0.36	30	R	From:		Radford Army Amm	o Plant			NA			NA		03/13/2002
	0.05			From:		0.36 ME of Plan	nt			NIA			NIA		00/40/000
623	0.25	30	R	To:		Dead End				NA			NA		03/13/2002
				From:		77-798									
624)	0.89	1100	G	99%	0%	0% 0%	0%	0%	С	0.096	F	0.5	1100	G	2003
624)	2.25	1000	G	From:	0%	US 11 0% 0%	0%	0%	F	0.101	F	0.548	1000	G	2003
				To:		77-600									
	1.50	450	R	From:		77-627				NA			NA		03/13/2002
625)	1.50	450	IX.	To:		77-624				INA			INA		03/13/2002
				From:		77-611		Ī							
626)	3.47	1100	G	97%	0%	1% 2%	0%	0%	F	0.099	F	0.689	1100	G	2003
626)	0.62	1500	G	97% To:	0%	77-798 1% 2% US 11	0%	0%	С	0.094	F	0.665	1500	G	2003
				From:		SR 100									
627)	3.80	1000	R	-						NA			NA		02/25/2002
627)	1.67	910	G	99% To:	0%	77-617 EAST 1% 0% 77-600	0%	0%	С	0.1	F	0.6	930	G	2003
				From:		SR 100									
628	1.76	50	R							NA			NA		02/25/2002
			_	From:		Jefferson For Bn	dy								00/07/000
628	0.44	10	R	To:		Dead End				NA			NA		02/25/2002
				From:		77-747									
629	0.20	70	R	<u>.                                    </u>		,,,,,,				NA			NA		03/28/2002
				From:		0.20 ME 77-74	7								
629	0.60	40	R	To:		Dead End				NA			NA		03/28/2002
				From:		US 11									
630	0.35	550	R	<u> </u>		0311				NA			NA		03/20/2002
(030)				To:		SR 114									
				From:		77-619									
(631)	0.80	30	R							NA			NA		03/07/2002
				To:		77-605									
Town of Dublin				From:		77-747									
632	0.11	590	R	<u> </u>		//-/4/				NA			NA		03/26/2002
	0.06	500	R	From:		77-1032				NA			NA		03/28/2002
(632)	0.00			To		77-1007				, .					30.20.2002
632	0.12	350	R	From:						NA			NA		03/28/2002
632	0.02	420	R	From:		77-9927				NA			NA		03/28/2002
$\bigcirc$				To:		77-1031									
632	0.06	400	R	From:						NA			NA		03/28/2002
				To:		77-1035									

					Pι	ilaski Maintenance <i>P</i>	rea							
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 11		O.C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Dublin				From:		77-1035		1						
632	0.06	430	R	<u>.                                    </u>		,, , ,			NA			NA		03/28/2002
				To: From:		77-1038		_						
632	0.05	330	R	To		ECL Dublin		_	NA			NA		03/28/2002
Pulaski County						Del Duomi								
	0.29	310	R	From:		ECL Dublin			NA			NA		03/28/2002
(632)	0.29	310		To:		77-1030			INA			IVA		03/20/2002
$\bigcirc$				From:		67-747								
633)	0.07	900	R			****		_	NA			NA		03/26/2002
633	0.07	750	R	From:		US 11			NA			NA		03/20/2002
000				To:		ECL Dublin								
Town of Dublin				From:		ECL Dublin								
633	0.03	700	R	<u> </u>		ECE Dubini			NA			NA		03/20/2002
				From:		77-1005								
633	0.06	700	R	To:		NCL Dublin		_	NA			NA		03/20/2002
Pulaski County						IVEE Buomi								
	0.47	600		From:		NCL Dublin			NIA			NIA		02/20/2002
(633)	0.17	620	R	To:		77 1019		_	NA			NA		03/20/2002
633)	0.06	450	R	From:		77-1018			NA			NA		03/20/2002
				To: From:		77-1017								
633	0.10	330	R	To:		77-1046		_	NA			NA		03/20/2002
				From:		77-641		<u> </u>						
(634)	0.50	10	R			77 011			NA			NA		02/25/2002
				To:		Dead End								
(635)	0.42	100	R	From:		Dead End			NA			NA		03/20/2002
				То:		SCL Dublin								
Town of Dublin				From:		SCL Dublin								
(635)	0.06	600	R			SCL Buomi			NA			NA		03/20/2002
				From:		SR 100		$\supset$						
(635)	0.05	450	R	To:		77-747		$\neg$	NA			NA		03/28/2002
Pulaski County				I				<u> </u>						
	1.51	1100	G	97%	0%	NCL Pulaski 1% 1% 1	% 09	% F	0.096	F	0.538	1100	G	2003
(636)	1.51	1100			0 70	77-639 SOUTH	70 0	,, 	0.030	'	0.550	1100	0	2003
636)	1.78	910	G	From: 97%	0%		% 09	% C	0.1	F	0.51	930	G	2003
				To- From:		77-744		]—						
636	0.63	610	G	97%	0%		% 09	% F	0.132	F	0.644	620	G	2003
	0.54	220	G	From: 97%	0%	77-643 SOUTH 1% 1% 1	% 09		0.101	F	0.615	220	G	2003
636	0.04			To:	J /0	77-643 NORTH	,,,	, 	0.101	1	0.010	220		2000
636	3.01	100	R	From:		//-o-5 NORTH			NA			NA		03/26/2002
				To: From:		77-637		_						
636	3.26	770	R	To:		CD 100		_	NA			NA		03/20/2002
						SR 100								

					Pι	JIASKI IVI	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:												
637)	0.40	50	R	Piolii.			77-636				NA			NA		02/27/2002
	0.00	20	_	From:			77-680				NIA			NIA		00/07/0000
637	0.60	20	R	To:		Γ	Dead End		1		NA			NA		02/27/2002
				From:			Dead End		<u>.</u>							
638)	0.38	90	R				oud Bild				NA			NA		1999
				To:			US 11									
$\bigcirc$				From:		Γ	Dead End									
639	0.70	180	R	To:		77 7	38 NORTH		1		NA			NA		1999
				From:		77-7	738 SOUTH									
639	0.83	1300	R								NA			NA		03/05/2002
				To: From:			36 SOUTH 36 NORTH									
639	1.40	650	R			,,,					NA			NA		1999
				To:			77-643									
				From:			77-674									
640	3.60	330	R	To		77	738 WEST				NA			NA		03/05/2002
				From:			738 EAST									
640	0.27	150	R								NA			NA		1999
				To: From:			77-646									
640	0.30	40	R								NA			NA		02/27/2002
				To:			Dead End									
	2.80	100	R	From:			Dead End				NA			NA		02/25/2002
641)	2.00	100		To:			77-738				INA			INA		02/25/2002
				From:		77-	676 WEST									
642	0.45	110	R	_							NA			NA		03/28/2002
				To:		77-	676 EAST									
	0.77	4000	•	From:			77-611				0.407	_	0.500	4000	0	2002
643	0.77	1800	G								0.137	F	0.583	1800	G	2003
	0.26	4700	G	From:		,	77-1075				0.117	F	0.655	4700	G	2003
643)	0.20	4700	G	- I							0.117	•	0.055	4700	G	2003
(42)	1.58	7500	R	From:			77-683				NA			NA		1999
(643)	1.00	. 000		To:		US	S 11 EAST							10.		1000
$\bigcirc$	0.00	2222	_	From:	40/		11 WEST	00/	00/	0	0.004	_	0.054	0000	0	0000
643	0.82	2300	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.654	2300	G	2003
	2.58	820	G	From: 98%	1%	1%	77-1102 0%	0%	0%	F	0.107	F	0.649	840	G	2003
643	2.00	020	G	90 70 To:	1 /0		536 SOUTH	U /0	0 /0	ı	0.107	ı	U.U <del>4</del> 8	040	G	2003
				From:			36 NORTH									
643)	4.50	40	R	To:			77. (01				NA			NA		02/27/2002
				From:			77-601									
644	1.14	370	R	rioii.			77-611				NA			NA		1999
644)				To:		FR-	47 SOUTH									
$\bigcirc$	0.47	200	_	From:		FR-	47 NORTH			· <u> </u>	NIA	_		NIA		1000
644)	0.47	260	R								NA			NA		1999
	0.00	400	ь	From:			77-787				NA			NIA		1000
644)	0.20	480	R								INA			NA		1999
	0.70	280	R	From:			77-788				NA			NA		1999
644)	0.70	200	11	To:			77-763		1		11/7			INA		1999

					Pulaski Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW	Year
Pulaski Countv				From:	77-763					
644)	0.40	20	R			NA		NA		03/26/2002
				To:	Dead End					
	1.22	1200	R	From:	77-636	] NA		NA		03/05/2002
645)	1.22	1200	K	To:	US 11	]		INA		03/03/2002
				From:	77-738	I				
(646)	0.63	130	R			NA		NA		1999
				To:	77-640					
$\sim$				From:	Dead End					
647)	0.07	30	R			NA		NA		1999
				From:	77-1135	]				
(647)	0.18	180	R	To:	77.626	NA 1		NA		1999
				From:	77-636	<u> </u>				
(0.40)	0.22	580	R	From:	NCL Pulaski	NA		NA		03/05/2002
648	0.22	300	IX	т	gg goo	1		INA		03/03/2002
640	0.25	70	R	From:	77-722	NA		NA		03/05/2002
648	0.23	70	IX	To:	77-636	]		INA		03/03/2002
				From:	77-674	i				
649	0.60	140	R			NA		NA		03/05/2002
				To: From:	77-730	1				
649	0.58	420	R	From:		NA		NA		03/05/2002
				To:	77-738					
$\widehat{}$				From:	Dead End	İ				
650	1.25	220	R	To:	997 P. L. L.	NA 1		NA		02/27/2002
					SCL Pulaski					
	0.37	100	R	From:	Dead End	] NA		NA		1999
651)	0.57	100	IX.			1		INA		1999
(F)	0.79	330	R	From:	77-840	NA		NA		1999
651)	0.70	000		To:	0.50 ) 50 / 55 0 / 0	1		147.		1000
(CEA)	0.15	330	R	From:	0.79 MW 77-840	NA		NA		1999
651)	0.10	000		To:	77,020	1		147.		1000
(651)	0.03	330	R	From:	77-838	NA		NA		1999
(651)	0.00	-		To:	77-658	]				1000
				From:	FR-47					
652	1.00	60	R	_		NA		NA		1999
				From:	1.00 ME FR-47					
652	0.85	20	R			NA		NA		02/21/2002
				To: From:	SR 100 SOUTH FR 47 Near SR 100 NORTH					
652	1.26	150	R	<u> </u>	FR 47 INCAL SECTION INORTH	J NA		NA		02/21/2002
002				To:	77-654	<u> </u>		·		
				From:	77-609					
653	1.50	130	R	_		NA		NA		1999
				From:	1.50 MS 77-609	]				
653	3.00	130	R			NA		NA		02/21/2002
				To:	77-609	<u> </u>				
$\bigcirc$		646	_	From:	FR-44	]				1000
654	2.80	310	R			NA		NA		1999
				From:	SR 100	0 6 15 1	<b>F A</b> = : *			225-
654	2.11	200	G	99% To:	0% 1% 0% 0% 0%	C 0.101	F 0.546	200	G	2003
				10.	77-658					

						naoni mannenan									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski Countv				From:		Dead End									
655)	0.60	140	R					U	ı	NA			NA		1999
				To: From:		77-693									
655	0.22	20	R	To:		Dead End			Ī	NA			NA		02/21/200
				From:		77-693									
656	1.20	100	R						1	NA			NA		1999
				To: From:		Dead End									
657)	0.30	50	R	110		77-658				NA			NA		02/21/200
<u></u>				To:		Dead End									
	2.00	220		From:	00/	77-609	10/	0%	_	0.104	_	0.602	240		2002
658	2.90	330	G	96%	0%	3% 0%	1%	0%	F	0.104	F	0.693	340	G	2003
658	1.28	690	G	From: 96%	0%	77-654 3% 0%	1%	0%	F	0.102	F	0.594	700	G	2003
				To: From:		77-651									
658	0.45	1200	G	96%	0%	3% 0%	1%	0%	С	0.094	F	0.631	1200	G	2003
				To: From:		FR-47									
659	0.70	20	R			Dead End				NA			NA		02/21/200
				To:		77-693									
Clayton Lake State Book	0.00	00		From:		Dead End				NIA			NIA		4000
660 Claytor Lake State Park	0.26	80	R	Total					Ī	NA			NA		1999
660	4.45	2200	G	From: 98%	0%	Claytor Lake State 0% 0%	Park 1%	0%	F	0.084	F	0.549	2300	G	2003
				To		77-661			ļ						
660	0.73	3100	G	98%	0%	0% 0%	1%	0%	F	0.086	F	0.645	3100	G	2003
				From:		77-806			-						
660	0.53	3500	G	98%	0%	0% 0%	1%	0%	С	0.089	F	0.656	3600	G	2003
660	0.47	2200	G	From: 98%	0%	I-81 0% 0%	1%	0%	F	0.163	F	0.739	2300	G	2003
(000)	0.47			Tn·	070	77-611	170	070		0.100		0.700	2000		2000
$\overline{}$						laytor Lake State Par									
661	1.58	600	G	99% To:	0%	0% 0%  Dead End	0%	0%	C	0.093	F	0.65	610	G	2003
				From:		77-611									
662	2.61	750	R							NA			NA		1999
				To: From:		Dead End									
663)	4.20	680	R	From:		Dead End				NA			NA		1999
0009				To:		77-605									
$\bigcirc$			_	From:	221	77-613	201	22/		2 121	_			_	
664)	1.26	540	G	99% To:	0%	0% 0% 77-605	0%	0%	C	0.101	F	0.667	550	G	2003
				From:		Dead End									
665)	2.59	20	R					<u> </u>	•	NA			NA		03/07/200
				From:		2.60 MN Dead E	nd								
665)	1.01	140	R						ī	NA			NA		03/07/200
	2.00	210	R	From:		77-704				NA			NA		03/07/200
665	2.00			To:		77-693				14/7			11/7		30/01/200
				From:		77-619						·			
666	0.10	NA		To		D IT I		1	Ī	NA			NA		
				To:		Dead End									

						on mantenance mea							
Route	Length	AADT	QA	4Tire		Truck 2Axle 3+Axle 1Trail			QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77 (02							
(667)	0.38	20	R			77-693		NA			NA		02/21/2002
001)				To:		Dead End							
				From:		77-669							
(668)	0.80	30	R					NA			NA		03/07/2002
				To: From:		Dead End							
600	1.82	280	R	From:		77-693		NA			NA		1999
669	1.02	200		To:		Dead End		101			147.		1000
				From:		Dead End							
670	0.89	70	R					NA			NA		02/21/2002
				To: From:		0.89 MS Dead End							
(670)	0.11	80	R	_				NA			NA		02/21/2002
				To: From:		77-672 SOUTH 77-672 NORTH							
(670)	0.67	480	R			77 0721101111		NA			NA		1999
				To:		77-671							
(670)	0.90	110	R	From:		77 071		NA			NA		1999
				To:		Dead End							
				From:		77-670							
671)	1.65	290	R					NA			NA		1999
				To: From:		77-1240							
671)	0.35	10	R	To:		D1E-1		NA			NA		1999
				From:		Dead End							
672	0.15	60	R			Dead End		NA			NA		1999
672)	0.10	•	•••	To:		FR-47 NORTH							1000
$\bigcirc$			_	From:	22/	FR-47 SOUTH	201		_		2.00		
672	3.65	2400	G	98%	0%	1% 1% 1% 77-693 SOUTH	0%	C 0.086	F	0.65	2400	G	2003
				From:		77-693 MID							
672	2.09	50	R					NA			NA		1999
				To: From:		77-693 EAST 77-693 NORTH							
(672)	0.66	20	R	<u> </u>		//-093 NORTH		NA			NA		02/21/2002
012				To:		Dead End							
				From:		77-649							
(673)	0.30	90	R	_				NA			NA		03/05/2002
				To:		77-753 WCL Pulaski							
	0.90	230	R	From:		Dead End		NA			NA		03/05/2002
674)	0.90	230	K					INA			INA		03/03/2002
	0.67	1000	R	From:		77-640		NA			NA		03/05/2002
674)	0.07	1000	11	To:		NCL PULASKI		INA			INA		33/03/2002
				From:		77-693	i						
(675)	0.80	160	R	<u> </u>		,, ,,		NA			NA		1999
				To:		Dead End							
				From:		77-798							
676	0.46	120	R					NA			NA		03/28/2002
				From:		77-624							00/25/5
676	0.53	120	R	To:		Dead End		NA			NA		03/28/2002
				From:									
(677)	0.10	20	R			77-600		NA			NA		03/13/2002
011)	5.10		••	To:		Dead End		14/1					55. 15.2002
-							ı						

					Pu	laski Maintenar	ice Area							
Route	Length	AADT	QA	4Tire	Bus	Ti	ruck e 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:					1 40101		1 40101			
679	1.30	2000	R			Cul-de-Sac			NA			NA		03/13/2002
				To: From:		77-1204								
679	0.15	2400	R	To		SR 114			NA			NA		03/13/2002
				From:		77-637								
680	0.10	10	R						NA			NA		02/25/2002
				To: From:		Dead End								
(681)	0.26	80	R	From:		Dead End			NA			NA		03/15/2002
(001)				To:		77-600								
$\overline{}$				From:		77-611								
682	0.85	2900	R	To:		SR 100			NA			NA		1999
				From:		77-643								
683	1.31	2700	R			77 013			NA			NA		03/20/2002
				To: From:		SR 100								
683	0.27	1100	R	To					NA			NA		1999
				From:		Dead End								
684)	0.14	80	R	FIOIII.		77-715 SOUT	Н		NA			NA		03/13/2002
(664)	0.11			To:		77-715 NORT	TH H		1471					00/10/2002
				From:		77-622								
685	0.11	30	R						NA			NA		03/11/2002
				To: From:		Dead End Gap Ter	rminus							
685)	0.07	30	R	To:		77-715			NA			NA		03/11/2002
				From:		77-693								
(686)	0.46	45	R			77-093			NA			NA		02/21/2002
				To:		Dead End								
				From:		77-606								
687	0.10	260	R						NA			NA		03/13/2002
	0.00	400	_	From:		0.10 MN 77-6	06		NIA			NIA		00/40/0000
687	0.22	100	R	To:		Dead End			NA			NA		03/13/2002
Town of Dublin							,							
				From:		77-1006								
(688)	0.13	330	R	To:		77-632			NA			NA		1995
				From:		Dead End								
(689)	0.24	130	R	<u> </u>		Dead End			NA			NA		03/26/2002
				To:		77-747								
Pulaski County				From:		77 (05 GOLIT	71							
(690)	2.60	830	R	rioin.		77-605 SOUT	Н		NA			NA		03/07/2002
030)				To:		77-605 NORT	Ή							
				From:		77-759								
(691)	0.20	20	R						NA			NA		02/25/2002
<u> </u>				From:		0.20 ME 77-7	59					h		00/05/0005
(691)	0.30	6	R	To		Dead End			NA			NA		02/25/2002
				From:		77-693	<u> </u>							
(692)	1.00	10	R	<u> </u>		/ /-073			NA			NA		02/21/2002
				To:		Dead End								

					Pι	ulaski Maintena	ance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			$-\alpha c$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		Carroll County	/ I ine	ĺ							
693)	3.46	280	R			Carlon County	Line			NA			NA		1999
				To: From:		77-721									
693	1.15	360	G	97%	1%	1% 0%	1%	0%	F	0.077	F	0.677	360	G	2003
	2.70	500	G	From:	10/	77-736	10/	0%		0.006	F	0.501	F10		2002
693	2.79	500	G	97%	1%	1% 0%	1%	0%	F	0.096	Г	0.591	510	G	2003
693)	4.00	1100	G	97%	1%	77-777 1% 0%	1%	0%	С	0.083	F	0.546	1100	G	2003
0339				To- From:		77-672 SOU									
693	1.28	1200	G	97%	1%	1% 0%		0%	F	0.097	F	0.576	1200	G	2003
				To: From:		77-669									
693)	0.63	990	G	97%	1%	1% 0%	1%	0%	F	0.09	F	0.595	1000	G	2003
	4.40			From:	40/	77-619	40/	00/		0.000			050		
693	1.12	830	G	97%	1%	1% 0%	1%	0%	F	0.092	F	0.5	850	G	2003
	3.78	580	G	From: 97%	1%	77-605 1% 0%	1%	0%	F	0.095	F	0.584	590	G	2003
693	0.70			To	170	77-665	,0	0,0		0.000		0.001			2000
693)	0.73	830	G	97%	1%	1% 0%	1%	0%	F	0.088	F	0.643	840	G	2003
				To:	Mo	ontgomery County	Line; 60-613								
$\widehat{}$				From:		77-611 NECL 1	Pulaski								
694)	0.47	450	R	To:		D 15		1	Ī	NA			NA		1999
				From:		Dead End									
605	0.34	2000	R	r toin.		SR 114 WE	SI			NA			NA		03/11/20
695)				To		SR 114 EA	ST								
				From:		Dead End	i								
696)	0.10	40	R	To:		77. (24		1	Ī	NA			NA		03/28/20
				From:		77-624	1								
697)	1.77	160	R			Dead End	1			NA			NA		03/26/20
031)				To:		77-611									
				From:		Dead End N	orth								
698)	0.20	70	R							NA			NA		02/25/20
	0.70			From:		77-627									00/05/00
698)	0.70	60	R	To:		Dead End So	outh			NA			NA		02/25/20
				From:		ECL Pulas									
699	0.45	70	R			ECE I titus	Ki		ļ	NA			NA		02/27/20
				To: From:		0.45 MN OF ECI	Pulaski								
699)	0.17	90	R	110111.						NA			NA		1999
				To:		Dead End	d								
	0.40	220		From:		77-703				NIA			NIA		02/44/00
700	0.10	220	R						1	NA			NA		03/11/20
700	0.06	420	R	From:		77-713				NA			NA		03/11/200
700)	0.00	420		To		SR 114			Ī	14/1			147 (		00/11/20
				From:		77-715									
701)	0.14	280	R						-	NA			NA		03/11/20
				To: From:		77-713									
701)	0.07	380	R	т.				-	Ì	NA			NA		03/11/200
				To:		77-695	· · · · · · · · · · · · · · · · · · ·								
702	0.25	160	R	From:		77-715 SOU	TH			NA			NA		03/11/200
(102)	0.25 <b>160</b>	11	To:		77-715 NOR	TH			INA			INA		JU/ 1 1/200	

					Fu	iiaski iviali	iteriano	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77 715	NORTH		Ī							
702	0.07	1000	R			//-/13	NORTH				NA			NA		03/11/2002
	0.15	1200	R	From:		77	7-703				NA			NA		03/11/2002
(702)	0.15	1200	K	To		SF	R 114				INA			INA		03/11/2002
				From:			7-702									
703	0.12	170	R	_							NA			NA		03/11/2002
703	0.07	190	R	From:		77	7-700				NA			NA		03/11/2002
	0.04			From:		77-714	4; 77-716									00/44/0000
703	0.04	90	R							1	NA			NA		03/11/2002
<u></u>	0.15	80	R	From:		77	7-714				NA			NA		03/11/2002
703	0.13	00	K	To:		77	7-713				INA			INA		03/11/2002
				From:			7-665									
(704)	1.00	310	R								NA			NA		03/07/2002
				To: From:			SOUTH NORTH									
(704)	0.30	250	R			//-093	NOKIH				NA			NA		03/07/2002
704)	0.00			To:		77	7-619									00/01/2002
				From:		77	7-622									
(705)	0.04	48	R						1	1	NA			NA		03/11/2002
Transport Durklin				To:		Dea	nd End									
Town of Dublin				From:		77	7-707									
(706)	0.12	30	R							•	NA			NA		03/26/2002
				To			-1012									
$\bigcirc$	0.07	400		From:		77-	-1011				NIA			NIA		02/20/2002
(707)	0.07	100	R							1	NA			NA		03/26/2002
	0.06	80	R	From:		77	7-706				NA			NA		03/26/2002
(707)	0.00			To:		77-	-1012				INA			INA		03/20/2002
Pulaski County				P						1						
700	1.00	90	R	From:		77	7-693				NA			NA		02/21/2002
708)	1.00			To:		Dea	nd End									02/21/2002
				From:		SF	R 100									
(709)	1.05	40	R							·  -	NA			NA		02/21/2002
				To:			7-654									
	6.09	300	R	From:		Dea	nd End				NA			NA		02/27/2002
(710)	0.09	300	K	. —						i	INA			INA		02/21/2002
710	0.45	520	G	From: 99%	0%	1%	7-745 <b>0</b> %	0%	0%	С	0.091	F	0.539	530	G	2003
				To: From:		77	7-782									
710	1.05	920	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.556	930	G	2003
				To:		WCL	Pulaski									
			_	From:		77	7-738									4000
711)	1.41	230	R							1	NA			NA		1999
	1.60	400	В	From:		1.40 M	N 77-738	3			NIA			NΙΔ		02/25/2002
711)	1.60	100	R	To:		Des	nd End				NA			NA		0212312002
				From:			7-609									
712	0.15	50	R	<u> </u>		,,	***			ı	NA			NA		1995
				To:		0.15 M	N 77-609	)								
712	0.15	10	R	From:							NA			NA		02/21/2002
$\bigcup$				То:		Dea	nd End									

					1 diabiti Mairiteriarioe 7 trea			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		AAWDT QW	Year
Pulaski County				From:	77-700	<u> </u>		
(713)	0.24	40	R	<u> </u>	77 700	NA	NA	03/11/2002
	0.04	440		To: From:	77-703	)	NIA.	00/44/0000
713	0.04	140	R	To	77-701	NA ]	NA	03/11/2002
_				From:	77-703			
(714)	0.12	30	R	To	77 702 77 717	NA 1	NA	03/11/2002
				From:	77-703; 77-716 US 11	<u> </u>		
(715)	0.53	1200	R		0011	NA NA	NA	03/11/2002
<u> </u>				To: From:	77-702 SOUTH	]		
715	0.22	930	R			NA	NA	03/11/2002
	2.22	440		To: From:	77-702 NORTH	<u> </u>		00/44/0000
715)	0.08	440	R	. —		NA 1	NA	03/11/2002
	0.10	330	R	From:	77-716 WEST	NA	NA	03/11/2002
715)				To:	77-716 EAST	\\ 		
715	0.07	340	R	From:	77 710 22101	NA	NA	03/11/2002
				To: From:	77-717	]		
715	0.07	350	R			NA	NA	03/11/2002
	0.00	200		From:	77-701	)—————————————————————————————————————	NIA.	00/44/0000
715)	0.06	320	R			NA 1	NA	03/11/2002
715	0.07	180	R	From:	77-622	NA	NA	03/13/2002
(/19)				To:	77-685	]		
715	0.08	170	R	From:	77 000	NA	NA	03/13/2002
				From:	END LOOP	}		
715	0.04	200	R			NA	NA	03/13/2002
	0.04	240		From:	77-718	) NIA	NIA	02/42/2002
715)	0.04	240	R			NA 1	NA	03/13/2002
715)	0.10	370	R	From:	77-723	NA	NA	03/13/2002
(/19)				To:	77-684 NORTH	]		
(715)	0.04	190	R	From:	,,, 00.11.001.1	NA	NA	03/13/2002
				To: From:	BEGIN LOOP	}		
(715)	0.09	140	R			NA	NA	03/13/2002
	0.20	<u></u>		From:	LOOP END	) NA	NA	02/42/2002
715	0.20	60	R	т	(01.00)	NA 1	INA	03/13/2002
(715)	0.16	130	R	From:	77-684 SOUTH	NA	NA	03/13/2002
715				To:	LOOP END			
				From:	77-715 WEST			
716	0.20	60	R			NA -	NA	03/11/2002
	0.07	100	R	From:	77-715 EAST	NA NA	NA	03/11/2002
716)	0.07	100	- 11	To:	77-703; 77-714	I WA	1 1/-1	
				From:	Dead End			
717)	0.04	30	R			NA 1	NA	03/11/2002
				To: From:	77-715	<u> </u>		
(718)	8) 0.05	70	R	Front.	Dead End	J NA	NA	03/13/2002
7.10				To	77-715		<u> </u>	
<del></del>								

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir AAWDT ( Factor	QW Year
Pulaski Countv				From:	Dead End			
(719)	0.56	NA				NA	NA	
				To:	77-710			
<del></del>	0.55	80	R	From:	77-738	] NA	NA	03/05/2002
720	0.55	00	K	To:	77-738	]	IVA.	03/03/2002
				From:	77-693	<u> </u>		
(721)	0.60	48	R			NA	NA	02/21/2002
				To:	Dead End			
	0.70	400	R	From:	77-648	] NA	NA	03/05/2002
722	0.70	400	K	To:	77-793	]	IVA.	03/03/2002
				From:	Dead End			
723	0.08	40	R			NA	NA	03/13/200
				To: From:	77-715	]		
723	0.07	620	R			NA	NA	03/13/2002
				To:	77-695			
	0.04	300	R	From:	Dead End	] NA	NA	03/11/2002
724	0.04	300	K	To:	77-622	]	INA	03/11/2002
				From:	77-676	<u> </u>		
725	0.23	200	R			NA	NA	03/28/2002
				To:	77-624	]		
$\bigcirc$				From:	SR 100			
726	1.20	90 R	R	To	Dead End	NA 1	NA	02/21/2002
				From:	77-670	l		
(727)	0.90	20	R		//-6/0	I NA	NA	03/07/2002
(121)				To:	Dead End	]		
				From:	77-733			
728	0.50	160	R	- I		NA 1	NA	02/25/2002
				To:	Dead End			
(720)	0.63	80	R	From:	Dead End	J NA	NA	03/07/2002
729	0.03	00		To:	77-620	]	IVA	03/01/2002
				From:	77-649			
730	0.20	70	R			NA	NA	03/05/2002
				To:	Dead End			
	1.04	270	ь	From:	SR 100	) NA	NIA	00/07/000
731)	1.94	370	R	To:	Cul-de-Sac	NA 1	NA	02/27/2002
				From:	77-626			
732	0.35	40	R	<u> </u>	77 020	NA	NA	03/26/2002
				To:	Dead End			
				From:	SR 100			
733	1.00	440	R	To:	D 15.1	NA 1	NA	02/25/2002
				From:	Dead End	1		
(734)	0.11	140	R	eroid:	77-636	J NA	NA	1999
(734)	J.11			To:	0.11 MN 77-736		17/1	
$\bigcirc$		4.10	_	From:	0.11 MN 77-636			4000
734)	0.08	140	R	To:	77-618	NA 1	NA	1999
				From:	SR 99; 77-771	! 		
0.10	0.10	20	R	<u> </u>	3K 77, //-//1	NA	NA	1999
		-		To:	Dead End	1		

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Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			$-\alpha c$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77-693									
(736)	0.80	80	R						1	NA			NA		02/21/2002
				To: From:		Dead End									
737	0.02	NA		r ioni.		Dead End				NA			NA		
(101)				To:		77-738									
$\bigcirc$			_	From:		Bland County I	Line								
738	3.20	20	R						1	NA			NA		1999
720	5.56	190	R	From:		77-601 NORT	Ή			NA			NA		1999
(730)	0.00		.``	To:		77-641				1471					1000
738       738	1.27	480	G	99%	0%	1% 0%	0%	0%	F	0.085	F	0.587	490	G	2003
				To-		77-646									
738)	1.76	1300	G	99%	0%	1% 0%	0%	0%	F	0.09	F	0.652	1300	G	2003
				To: From:		77-639 SOUT									
738)	1.11	1600	G	99% To:	0%	1% 0%	0%	0%	С	0.096	F	0.7	1700	G	2003
				From:		SR 99 NCL Pul	askı								
739	0.60	50	R			77-643				NA			NA		02/25/200
				To:		Dead End									
$\bigcirc$			_	From:		US 11									
740	0.03	280	R	To:		77-742			ĺ	NA			NA		03/20/200
				From:		77-742									
741)	0.04	120	R			.,,,.			ı	NA			NA		03/20/20
				To:		US 11									
	0.06	90	R	From:		Dead End				NA			NA		03/20/200
742	0.00	30	K	To:		77.741		1	i	INA			INA		03/20/200
742)	0.30	70	R	From:		77-741				NA			NA		03/20/200
(742)       (742)				To		77-740									
742)	0.05	100	R	From:					<u>.</u> !	NA			NA		03/20/20
				To:		Dead End									
(743)	0.25	120	R	From:		Dead End				NA			NA		1999
743)	0.23	120		To:		77-636				14/-1			14/3		1000
				From:		Dead End									
(744)	0.34	410	R	т.,		77. (2)			Ì	NA			NA		1999
				To: From:		77-636									
(745)	0.60	45	R	FIOIII.		77-710				NA			NA		02/27/200
149				To		Dead End									
Town of Dublin				-											
746)	0.08	2900	G	98%	0%	77-747 1% 0%	1%	0%	F	0.113	F	0.566	2900	G	2003
(1-10)				To:	- / 0	US 11					•				
746)	0.15	2700	G	98%	0%	1% 0%	1%	0%	С	0.107	F	0.557	2800	G	2003
				To: From:		77-1005									
746	0.28	2300	G	98%	0%	1% 0%	1%	0%	F	0.111	F	0.635	2300	G	2003
				To:		NCL Dublii	1								
Pulaski Countv				From:		NCL Dublii	n .								
746	0.82 <b>2300</b>	N	98%	0%	1% 0%	1%	0%	N	0.111	Ν	0.635	2300	Ν	2003	
				To:		SR 100									

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Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			(1/,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Dublin				From:		SR 100		1							
(747)	0.65	1600	R	<u>L</u>		5K 100			ļ	NA			NA		03/26/200
				To: From:		77-746									
(747)	0.50	1800	G	99%	0%	0% 0%	0%	0%	С	0.107	F	0.564	1900	G	2003
				To-		NCL Dublin									
Pulaski County				From:		NCL Dublin									
(747)	0.10	1800	N	99%	0%	0% 0%	0%	0%	Ν	0.107	Ν	0.564	1900	Ν	2003
				To: From:		77-633									
747)	3.97	2300	G	99% To:	0%	0% 0%	0%	0%	F	0.101	F	0.548	2300	G	2003
				From:		US 11 77-658									
748)	0.66	140	R	<u> </u>		77-038				NA			NA		1999
7-9				To-		FR-47									
				From:		77-600									
749	0.03	130	R							NA			NA		03/13/200
				From:		77-754									
749	0.07	90	R						•	NA			NA		03/13/200
	0.05	46	R	From:		77-765		ŀ		NΙΛ			NΙΔ		02/12/200
(749)	0.05	46	ĸ	To:		Dead End		1		NA			NA		03/13/200
				From:		77-608									
750	0.43	20	R	<u> </u>		,, ,,			l	NA			NA		02/21/200
				To:		0.43 ME 77-60	8								
$\bigcirc$				From:		Dead End									
751)	0.19	250	R	To:		77-611		1	1	NA			NA		03/26/200
				From:		Dead End									
752	0.12	20	R			Dead Elid				NA			NA		02/21/200
102				To:		0.12 ME Dead E	nd								
752	0.06	20	R	From:		0.12 ME Dodd E	iid.		ļ	NA			NA		02/21/200
				To:		77-607									
$\bigcirc$				From:		Dead End									
753	0.10	20	R	To:		77-673 WCL Pula	relei	1	1	NA			NA		03/05/200
				From:		77-1206	ISKI								
(754)	0.17	40	R	<u> </u>		77-1200				NA			NA		03/13/200
				То:		77-749									
$\bigcirc$				From:		Dead End									
755	0.15	100	R							NA			NA		03/20/200
	0.04	222	_	From:		77-600				NIA.			NIA		00/00/00
(755)	0.34	330	R						i	NA			NA		03/20/200
	0.21	100	R	From:		0.35 ME 77-60	0			NΙΛ			NΙΔ		03/30/300
755)	0.21	100	ĸ	То:		Dead End				NA			NA		03/20/200
				From:		77-662									
(756)	0.16	20	R	_						NA			NA		03/26/200
				To:		Dead End									
$\bigcirc$	0.00	400	_	From:		77-663				A.I.A			N14		4000
(757)	0.60	120	R	To:		Dead End			Ì	NA			NA		1999
				From:		Dead End									
758)	0.37	45	R	<u> </u>		Dead End			1	NA			NA		02/27/200
				To-		77-610									
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					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW Year
Pulaski Countv				From:	SR 100	i			
(759)	0.28	100	R			NA		NA	02/25/2002
				To:	Dead End				
700	0.10	50	R	From:	Dead End	] NA		NA	03/28/2002
760	0.10	30	IX.	To:	77-624	]		INA	03/20/2002
				From:	Dead End				
(761)	0.06	6	R			NA		NA	02/21/2002
				To:	77-693				
(700)	0.22	60	R	From:	Dead End	] NA		NA	02/27/2002
762	0.22	00	IX.	To:	77-710	]		INA	02/21/2002
				From:	Dead End				
763	0.70	230	R			NA		NA	1999
				To:	77-644				
	2.20	90	В	From:	Carroll County Line	) NA		NA	02/21/2002
764	2.28	80	R	To:	77-693	NA 1		INA	02/21/2002
				From:	77-1206				
765	0.12	47	R			NA		NA	03/13/2002
				To:	77-749				
$\bigcirc$	0.00	440	_	From:	77-767				1000
766	0.06	110	R			NA		NA	1999
	0.05	170		From:	77-768	NA		NA	1000
766	0.05	170	R	To:	US 11	]		INA	1999
				From:	77-766				
(767)	0.10	80	R			NA		NA	1999
				To:	Dead End				
	0.05	40	_	From:	77-766			NIA	4000
768)	0.05	40	R	To:	Dead End	NA 1		NA	1999
				From:	Dead End	<u> </u>			
769	0.49	50	R	<u>L</u>	Doud End	NA		NA	1999
				To:	SR 99	]			
$\bigcirc$	0.40			From:	Dead End				1000
770	0.10	60	R	To:	FR-44	NA 1		NA	1999
				From:	SR 99; 77-735	<u> </u>			
771	0.20	10	R		SK 99, 77-733	NA		NA	1999
				To:	SR 99				
				From:	77-673				
772	0.10	20	R	To:	DedEd	NA 1		NA	03/05/2002
				From:	Dead End	l			
773)	0.70	NA		1.0	77-607	I NA		NA	
				To:	Dead End	]			
$\widehat{}$				From:	77-636				
774)	0.05	110	R			NA		NA	03/05/2002
				From:	77-775	]			
774	0.26	80	R	To:	Dood Fr. J	NA <b>1</b>		NA	03/05/2002
				From:	Dead End	<u> </u>			
775)	75) 0.07	120	R		77-645	J NA		NA	03/05/2002
9				To:	77-774	<u> </u>			
			_				·		

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir Factor	AAWDT (	QW Year
Pulaski County				From:	Dead End				
(776)	0.20	140	R	_		NA		NA	03/13/2002
				To:	77-621	<u> </u>			
(777)	1.20	40	R	From:	Dead End	J NA		NA	02/21/2002
777	1.20		• • • • • • • • • • • • • • • • • • • •	To:	77-693	]		1.0.	02/21/2001
				From:	Dead End				
(778)	1.50	110	R	_		NA NA		NA	03/07/2002
				To:	77-693				
(770)	0.11	80	R	From:	77-600	J NA		NA	03/20/2002
779	0.11	00	IX.	To:	Dead End	]		INA	03/20/2002
				From:	Dead End				
780	0.05	10	R			NA		NA	1999
				To:	77-669				
$\bigcirc$				From:	Dead End	]			22/27/22
781)	0.18	20	R	To:	77-693	NA 1		NA	03/07/2002
				From:	Dead End				
782	0.40	80	R		Deau Enu	NA NA		NA	02/27/2002
				To	77-710				
				From:	Dead End/	]			
783	0.21	NA			GD 00400 (D) (	NA		NA	
				To:	SR-00100(B)/				
704	0.12	750	R	From:	77-611	J NA		NA	1999
784)	0.12	700		To:	FD 47	1		IVA	1333
794	0.05	30	R	From:	FR-47	NA		NA	1999
784)	0.00			To	0.05 MN FR-47	1			
784)	0.20	20	R	From:	0.03 WIN TR-47	NA		NA	03/26/2002
				To	Dead End				
				From:	Dead End				
785	0.40	60	R	To:		NA		NA	03/07/2002
					77-664				
796	0.35	60	R	From:	Dead End	) NA		NA	02/27/2002
(786)	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:	77-710	1		14/ (	02/21/2002
				From:	77-644				
(787)	1.10	390	R			NA		NA	03/26/2002
				To:	77-611				
$\bigcirc$	0.00	400		From:	Dead End	]		NIA	4000
788	0.90	120	R	To:	77-644	NA 1		NA	1999
				From:	77-00624(B)/	! 			
789	0.10	NA			/ /-0002-1(D)/	NA NA		NA	
				Tn·	Dead End/				
				From:	SR 100				
790	0.55	300	R	Te	DJE J	NA 1		NA	02/25/2002
				To:	Dead End	<u> </u>			
(701)	0.12	50	R	riom.	77-649	J NA		NA	03/05/2002
791)	0.12	-	11	To:	Dead End	]		14/7	00,00,2002
				From:	Dead End				
792)	92) 0.70	45	R			NA		NA	03/05/2002
				To:	77-738 SOUTH	<u>l</u>			

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski Countv				From:		77-738 SOUTH	ī							
792	0.30	50	R	<u> </u>		//-/38 SOUTH			NA			NA		03/05/200
				To:		77-738 NORTH								
				From:		77-738								
793	0.51	270	R	To:		77. (20			NA			NA		03/05/200
				From:		77-639 77-738 SOUTH								
794)	0.20	60	R			//-/38 SOUTH			NA			NA		1999
(104)				To:		77-738 NORTH								
				From:		Dead End								
795	0.25	50	R						NA			NA		02/27/200
				To:		77-710								
	0.30	80	R	From:		Dead End			NA			NA		02/27/200
796	0.30	00	K	То:		FR-64			INA			INA		02/2//200
				From:		SR 100								
797	0.20	200	R	<u> </u>		DIC 100			NA			NA		02/25/200
				To: From:		77-809								
(797)	0.20	20	R	From:					NA			NA		02/25/2002
				To:		Dead End								
				From:		Dead End								
798)	1.66	280	R						NA			NA		03/28/200
	2.22	440		From:	00/	77-624	00/		0.000		0.000	400		2000
798)	0.38	410	G	95% To:	0%	1% 4% 0% 77-626	0%	С	0.098	F	0.682	420	G	2003
				From:		Dead End								
799	1.40	320	R			Dead Elid			NA			NA		1999
(199)				To:		77-611								
				From:		77-693								
800	0.40	20	R						NA			NA		02/21/200
				To:		Dead End								
	0.07	00	_	From:		Dead End			NIA			NIA		00/00/000
801)	0.27	20	R						NA			NA		03/26/200
	0.10	00	-	From:		77-815			NIA			NΙΔ		03/36/300
801)	0.18	90	R	To:		FR-65			NA			NA		03/26/2002
				From:		77-605								
802	0.06	20	R	<u> </u>		77 000			NA			NA		03/07/200
				To:		Dead End								
$\widehat{}$				From:		Dead End								
803	0.50	20	R	To:		77. (72			NA			NA		03/07/2002
						77-672								
(a)	0.20	20	R	From:		Dead End			NA			NA		02/25/2002
805)	0.20	20	IX.						INA			INA		02/25/2002
005	0.65	45	R	From:		0.20 ME Dead End			NA			NA		02/25/2002
805)	0.00	40		To:		SR 99; 77-769			147 (			14/1		02/20/200/
				From:		Dead End	ĺ							
806)	0.60	340	R			**			NA			NA		1999
				To:	77-660 Cl	aytor Lake State Park Road Sy	ystem							
				From:		77-643								
807	0.85 <b>50</b>	R						NA			NA		03/20/2002	
	0.40 90		From:		77-1132									
807	0.40	80	R	To.		0.403.01.55.1100			NA			NA		03/20/2002
				To:		0.40 MN 77-1132								

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT Q	W Year
Pulaski County				From:	0.40 MN 77-1132				
807)	0.05	80	R			NA		NA	1999
				To	US 11				
(000)	0.66	110	R	From:	Cul-de-Sac	NA		NA	03/26/2002
808	0.00	110		To:	77-660 Claytor Lake State Park Road System	14/1		14/1	00/20/2002
				From:	Dead End				
809	0.29	120	R			NA		NA	02/25/2002
				To:	77-797				
	0.87	60	R	From:	77-640	NA		NA	03/05/2002
810	0.87	00	K	To:	Cul-de-Sac	INA		INA	03/03/200/
				From:	77-661				
811)	0.23	110	R			NA		NA	03/26/2002
$\bigcup_{i=1}^{n}$				To:	Dead End				
$\bigcirc$	0.40			From:	77-814				4000
812	0.19	1800	R	_		NA		NA	1999
	0.22	2000	R	From:	77-813	NΙΔ		NIA	1000
812	0.22	3900	ĸ	To:	77-643	NA		NA	1999
				From:	77-812				
813)	0.21	520	R		77 612	NA		NA	1999
				To:	Dead End				
				From:	77-812				
814)	0.13	360	R	To:	D 15 1	NA		NA	1999
				From:	Dead End				
015	0.10	45	R	FIOIII.	Dead End	NA		NA	03/26/2002
815	0.10			To	0.11 MN Dood End				00/20/200
815)	0.28	45	R	From:	0.11 MN Dead End	NA		NA	03/26/2002
(013)		_		To	77-801				
				From:	77-00679(B)/				
(816)	0.59	NA				NA		NA	
				To:	Cul-de-Sac/				
	0.07	30	R	From:	Dead End	NA		NA	03/36/300
(817)	0.07	30	K	To:	77-747	INA		INA	03/26/2002
				From:	Dead End				
819	0.52	270	R			NA		NA	1999
				To:	77-605				
$\bigcirc$	0.40		_	From:	Dead End				00/07/000
820	0.12	40	R	To:	77-605	NA		NA	03/07/2002
				From:	Dead End				
822	0.50	20	R		Dead End	NA		NA	02/27/2002
				To	SR 100				
				From:	77-00683(B)/				
823)	0.59	NA			al 1 252455	NA		NA	
				To:	Shadow of:734469/				
005	0.54	20	R	From	Dead End	NA		NA	02/27/2002
825	0.04	20	11	То:	77-710	INA		INA	0212112002
			From:	Dead End					
326) 0.4	0.45	130	R	<u> </u>		NA		NA	02/27/2002
	20) 0.45			To:	77-710				

					T diabiti Maintenance 7 trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra		Dir AAWDT Q\ Factor	W Year
Pulaski County				From:	77-00698(B)/	1		
827	0.08	NA			/ /-00078(B)/	NA NA	NA	
02.7				To:	77-00828(R)/			
				From:	77-00827(R)/			
828	0.07	NA		т		NA NA	NA	
				To: From:	Cul-de-Sac/			
(20)	0.85	50	R	FIOIII.	Dead End	∟ NA	NA	03/13/2002
830	0.00			To:	77-606		147.	00/10/2001
				From:	Dead End/			
831)	0.07	NA				NA	NA	
				To:	77-00757(B)/			
$\bigcirc$	0.20	20	_	From:	77-654		NIA	00/04/0004
835)	0.30	30	R	To:	Dead End	¬ NA	NA	02/21/2002
				From:	77-835			
836	0.20	70	R	<u></u>	11 055	→ NA	NA	02/21/2002
				To:	Dead End			
$\bigcirc$				From:	77-658			
838	0.04	NA		To	77.651	¬ NA	NA	
				From:	77-651			
(20)	0.07	200	R	rioni.	77-658	NA NA	NA	1999
839	0.07		•••	To:	Dead End	7	1471	1000
				From:	77-651			
840	0.13	100	R			NA	NA	1999
				To: From:	77-842			
(840)	0.05	40	R	-		NA	NA	1999
(840) (840)				From:	77-841			
(840)	0.41	20	R	_		NA	NA	1999
				To:	Dead End			
	0.25	20	R	From:	77-840	 NA	NA	1999
841)	0.23	20	IX	To:	Cul-de-Sac		INA	1999
				From:	77-840			
842)	0.35	30	R			NA	NA	1999
				To:	Dead End			
$\bigcirc$	4.05	400	_	From:	FR-44			00/07/000
850	1.05	420	R	To:	Cul-de-Sac	¬ NA	NA	03/07/2002
				From:	77-00850(B)/			
851)	0.08	NA			/ /-00650(B)/	NA NA	NA	
001)				To:	Dead End/	]		
				From:	77-00850(B)/			
852	0.09	NA				NA	NA	
				To:	Cul-de-Sac/	1		
(F)	0.18	NA		From:	FR-00044(B)/	NA	NA	
855	0.10	1774		To:	Cul-de-Sac/		INA	
				From:	Cul-de-Sac			
1000	0.24	60	R	<u> </u>		NA	NA	1986
				To:	77-1027			
Town of Dublin				From:	55 1000			
(1001)	0.12 <b>280</b>	280	R	rioin:	77-1002	 NA	NA	1986
(1001)	0.12	200	11	To:	77-1004 WEST		IVA	1000

					Fulaski Mailitellarice Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	C)C C)K		Year
Town of Dublin				From:	77-1004 WEST			
1001	0.02	300	R		//-1004 WEST	NA	NA	1986
				To: From:	77-1004 EAST			
1001	0.08	430	R			NA	NA	1995
$\bigcup$				To:	77-746			
				From:	77-1003			
1002	0.07	480	R			NA	NA	1995
			_	From:	77-1001			4000
1002	0.05	250	R	To:	77-1009	NA I	NA	1986
				From:				
1003	0.05	810	R	110111.	SR 100	NA	NA	1995
1003	0.00	0.0	•••	To:	77 1000	I	101	1000
(m)	0.13	420	R	From:	77-1002	NA	NA	1986
1003	0.13	420	1	To:	77-1004	IN/A	IVA	1500
				From:	US 11			
1004	0.09	760	R			NA	NA	1986
				To	77-1013			
1004	0.07	600	R	From:	77 1015	NA	NA	1986
				To:	77-1005			
1004	0.08	550	R	From:	77 1000	NA	NA	1995
				To:	77-1003			
1004)	0.08	290	R	From:	77 1003	NA	NA	1986
				To	77-1001			
(1004)	0.04	810	R	From:	77 1001	NA	NA	1995
				To:	77-1009			
				From:	Dead End			
1005	0.13	220	R			NA	NA	1986
				From:	77-1004			
1005	0.08	600	R	110111.		NA	NA	1995
				To: From:	77-746			
1005	0.12	1400	R			NA	NA	1995
<u> </u>				To: From:	77-1023			
1005	0.01	960	R	110111.		NA	NA	1986
				To:	77-1015			
1005	0.15	1100	R	rion:		NA	NA	1995
				From:	77-1033			
1005	0.10	840	R	rioii.		NA	NA	1986
				To: From:	77-1016			
1005)	0.02	1000	R	Froil.		NA	NA	1995
				To	77-1083			
1005)	0.13	700	R	From:		NA	NA	1986
$\bigcirc$				To:	77-1024			
1005	0.08	620	R	From:		NA	NA	1986
$\bigcirc$				To:	77-633			
				From:	77-688			
1006	0.06	240	R			NA	NA	1995
				From:	77-1007 SOUTH			
1006	0.02	440	R			NA	NA	1986
				To: From:	77-1007 NORTH			
1006	0.08	500	R	rioin'		NA	NA	1995
				To:	Dead End			

					i ui	aski iviali ileriarice P	ica							
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 17		()	C K Factor	QK	Dir Factor	AAWDT	QW	Year
Cown of Dublin				From:				-						
1007)	0.10	340	R	From:		77-1011			NA			NA		1986
				To:		77-1012								
1007	0.03	520	R	Prom.					NA			NA		1986
				To: From:		77-1034		$\supset \vdash$						
1007	0.07	690	R						NA			NA		1995
1007	0.21	500	R	From:		77-1010		_	NA			NA		1986
1007				To:		77-1006								
1007	0.04	320	R	From:		77 1000			NA			NA		1986
				To: From:		77-1008								
1007	0.05	80	R						NA			NA		1995
	0.40	400		From:		77-632			NIA			NIA.		4000
1007	0.10	130	R	. —				_	NA			NA		1986
1007	0.06	210	R	From:		77-1031			NA			NA  NA  NA  NA  NA  NA  NA  NA		1986
1007			-	To:		77-1035								
1007	0.06	160	R	From:					NA			NA		1986
				To:		77-1038								
	0.09	80	R	From:		77-688			NA			NΔ		199
1008	0.09	00	K	To:		77-1007		$\neg$	INA			INA		199
				From:		77-1002								
1009	0.12	200	R	To		55.1004		_	NA			NA		199
				From:		77-1004		<u> </u>						
1010	0.13	280	R			SCL Dublin			NA			NA		199
				To: From:		77-1007								
1010	0.15	750	R						NA			NA		199
				To:		77-747								
1011)	0.03	600	R	From:		77-747			NA			NA		199
1011)				To:		77-707								
1011)	0.05	430	R	From:					NA			NA		1986
				To:		77-1007								
	0.03	270	R	From:		77-1007			NA			NΔ		1986
1012	0.00	2.0		To:		77-707			147 (			1471		100
1012)	0.06	280	R	From:		77-707			NA			NA		199
				To: From:		77-706		<b>—</b>						
1012	80.0	370	R						NA			NA		1986
				To: From:		77-747								
1013	0.08	150	R	FIOIII.		77-1004			NA			NA		199
		-		To:		77-746								
$\widehat{}$			_	From:		US 11								
1014)	0.10	410	R						NA			NA		199
1014)	0.23	240	R	From:		77-1015		_	NA			NΔ		199
1014)	0.23	<u> </u>	11	To:		77-1016			INA			11/7		1990
				From:		77-1014								
015)	0.06	300	R			77.1022		<del></del> i	NA			NA		199
				Tn·		77-1022								

					Pu	laski Maintenan	ce Area							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Dublin				From:		77-1022		1						
(1015)	0.09	190	R			//-1022			NA			NA		1995
				To:		77-1005								
				From:		77-1014								
1016)	0.06	600	R						NA			NA		1995
<u> </u>				To: From:		77-1022								
1016	0.09	350	R						NA			NA		1995
				To:		77-1005								
Pulaski County				From:		77-633								
1017)	0.15	70	R			7,7 033		I	NA			NA		1995
				To:		Dead End								
				From:		77-633								
1018)	0.15	100	R						NA			NA		1995
				To:		Dead End								
$\bigcirc$	0.00	440	_	From:		77-1021			N.1.0			<b>N</b> 1.0		4000
1019	0.06	140	R						NA			NA		1999
$\overline{}$	0.10	470		From:		77-1020			NIA			NIA		4000
1019	0.19	170	R						NA			NA		1999
$\overline{}$	0.45			From:		77-1080								4000
1019)	0.15	260	R	To:		77-682		_	NA			NA		1999
				From:		77-1019								
(1020)	0.07	90	R			//-1019			NA			NA		1999
	0.0.			To:		77-682								
				From:		77-683								
1021	0.32	960	R						NA			NA		1999
				From:		77-1019								
1021)	0.06	790	R	FIOIII.					NA			NA		1999
				To:		77-682								
Town of Dublin				From:										
	0.10	90	R	110111.		Dead End			NA			NA		1995
1022	0.10			т				<del></del> 1	1471			1471		1000
1022)	0.24	160	R	From:		77-1015			NA			NA		1995
1022)	0.24	100		To:		77-1016		$\neg$	IVA			IVA		1000
				From:		77-1005								
1023)	0.10	500	R						NA			NA		1995
<u> </u>				To:		77-1049								
1023	0.05	200	R	From:					NA			NA		1995
				To:		77-1025								
				From:		77-1005								
1024)	0.04	290	R						NA			NA		1995
<u> </u>				From:		77-1049								
1024	0.04	240	R						NA			NA		1995
				To:		NCL Dublin								
Pulaski County				From:		NCL Dublin								
1024)	0.12	90	R	<u> </u>		NCL DUVIII			NA			NA		1986
				To:		Cul-de-Sac								
Town of Dublin														
			_	From:		Dead End								
1025	0.05	270	R	To:		77 1002		_	NA			NA		1995
						77-1023								

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW Factor	Year
Pulaski County				From:	77-635	1		
1026	0.15	160	R	<u></u>	77-055	NA	NA	1995
				To:	WCL Dublin			
Town of Dublin				From:	WCL Dublin	I		
1026	0.07	1100	R	<u> </u>	Web Suchin	NA	NA	1995
				From:	SR 100	]		
1026	0.07	980	R	To:	77-747	NA <b>1</b>	NA	1986
Pulaski County					11-1-1	l .		
	0.10	200	_	From:	77-1029	NA.	NIA	1006
1027	0.10	300	R	т	4000	NA 1	NA	1986
1027)	0.20	390	R	From:	77-1000	NA	NA	1995
				To:	SR 100	]		
$\overline{}$				From:	77-1029	,		
1028	0.30	260	R	To:	SR 100	NA 1	NA	1995
				From:	77-1028	<u> </u>		
1029	0.30	110	R		77 1020	NA	NA	1995
				To:	77-1027			
	0.05	3300	R	From:	SR 100	NA	NA	1995
1030	0.03	3300	K	To:	77.1050	1	IVA	1990
1030	0.31	2500	R	From:	77-1050	NA	NA	1989
				To:	77-1053	1		
1030	0.84	2200	R	From:		NA	NA	1995
				From:	77-1036	}		
1030	0.40	580	R	To:	77 (00	NA 1	NA	1986
Town of Dublin				10.	77-632			
Own of Dublin				From:	77-632	1		
(1031)	0.12	260	R			NA	NA	1986
	0.00			From:	77-1007	<del></del>		4005
1031)	0.06	360	R	_		NA •	NA	1995
1031)	0.04	570	R	From:	77-1032	NA NA	NA	1986
1031)	0.01	0.0		To:	77-1037			1000
1031)	0.08	460	R	From:	77-1037	NA	NA	1995
				To:	77-747	]		
$\bigcirc$	0.10	40	_	From:	77-632	) NA	NIA	1005
1032	0.10	40	R	To:	77-1031	NA ]	NA	1995
_				From:	Dead End			
1033	0.05	30	R	_		NA	NA	1995
<u> </u>				To:	77-1005	<u> </u>		
Pulaski County				From:	Cul-de-Sac			
1034	0.04	6	R			NA	NA	1995
				From:	77-1052	<del>]</del>		
1034	0.07	150	R			NA -	NA	1995
	0.04	E40	ь	From:	77-1051	NIA	NIA	1000
1034)	0.01	540	R	To:	SCL Dublin	NA <b>1</b>	NA	1986

					Pul	aski Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Dublin				From:		COL D 11		-							
1034	0.05	540	N			SCL Dublin				NA			NA		1986
$\overline{}$	0.00	GEO		From:		77-1050				NΙΛ			NA		1005
1034	0.09	650	R	To		77-1007				NA			NA		1995
				From:		77-632									
1035	0.11	120	R							NA			NA		1995
1035)	0.15	100	R	From:		77-1007				NA			NA		1995
Pulaski County				To:		77-1037									
	0.16	450		From:		77-632				NIA			NIA		1005
1036)	0.16	450	R	To:		77-1030				NA			NA		1995
Town of Dublin				From:		77. (22									
1037)	0.07	NA		Pioin.		77-632				NA			NA		
1037	0.08	120	R	From:		77-1031				NA			NA		1995
				To: From:		77-1035									
1037)	0.07	150	R	From:						NA			NA		1986
				To:		77-1038									
$\bigcirc$	0.11	440	_	From:		77-632									4005
1038	0.11	140	R							NA			NA		1995
	0.17	400		To: From:		77-1007									4000
1038	0.17	190	R	To:		77-1037				NA			NA		1986
N. 1. 1. G						//-103/									
Pulaski County				From:		77-611									
1039	0.11	100	R							NA			NA		1999
				To: From:		77-1040									
1039	0.22	70	R							NA			NA		1999
				To:		Dead End									
	0.07	20		From:		Dead End				NA			NIA		1000
1040	0.07	20	R	To:		77-1039				NA		NA		1999	
				From:		77-1059		<u> </u>							
1041)	0.06	130	R			77 1005				NA			NA		1995
				To:		77-1043									
1041)	0.05	450	R	From:						NA			NA		1995
				To: From:		77-1042									
1041)	0.08	540	R	From:						NA			NA		1995
				To:		77-747									
$\bigcirc$				From:		Dead End									
1042	0.04	20	R							NA			NA		1995
<u> </u>				From:		77-1058									
1042	0.09	60	R							NA			NA		1995
				To: From:		77-1059		<u> </u>							
1042	0.06	45	R	Ξ.						NA			NA		1986
				From:	_	77-1043									
1042	0.13	100	R	To		77 1041				NA			NA		1995
				From:		77-1041									
1043)	0.08	260	R	riom.		77-1059				NA			NA		1995
	0.00	200	11	To:		77-1041		$\overline{}$		11/7			INA		1999
								L							

					Pu	ılaski Maintenan	ce Area							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck e 1Trail 2Tra	ail QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		== 1011		-						
(100)	0.07	100	R	From:		77-1041		_	NA			NA		1995
(1043)	0.07	100		To		77-1042		7	14/ (			1471		1000
				From:		77-643								
(1044)	0.06	160	R						NA			NA		1999
$\bigcup_{i=1}^{n}$				To- From:		BEGIN LOOF	P	7						
(1044)	0.42	90	R					_	NA			NA		1999
				To:		END LOOP								
$\bigcirc$	2.25	440	_	From:		77-1047								4005
(1045)	0.05	140	R					_	NA			NA		1995
$\overline{}$	0.10	200		From:		77-1046			NIA			NIA		1005
1045	0.10	390	R	To:		77-617		1	NA			NA		1995
				From:		Dead End								
(1046)	0.10	50	R	<u> </u>		Dead End			NA			NA		1995
1040				To		77-633								
1046	0.17	290	R	From:		77-033			NA			NA		1995
1040				To:		77-1048								
(1046)	0.23	170	R	From:		//-1048		<b>—</b> J	NA			NA		1986
1049				To:		77-1045								
				From:		77-1048								
(1047)	0.22	100	R						NA			NA		1995
				To:		77-1045								
$\bigcirc$	0.40	242	_	From:		US 11								4005
1048	0.43	610	R						NA			NA		1995
$\overline{}$	2.27	250	_	From:		77-1046								4005
1048	0.07		R	To:		77-1047		$\neg$	NA			NA		1995
						//-104/								
Town of Dublin				From:		77-1023								
(1049)	0.25	200	R					_	NA			NA		1995
				To: From:		77-1083		<b>—</b>						
(1049)	0.15	120	R	110111.					NA			NA		1995
				To:		77-1024								
Pulaski County				From:										
(1050)	0.02	610	R	r tom:		77-1030			NA			NA		1995
(1050)	0.02	0.0	•••	To:		SCL Dublin						10.		1000
Fown of Dublin														
			_	From:		SCL Dublin								
(1050)	0.13	430	R	To:		CCI DI-1		_	NA			NA		1993
						SCL Dublin								
Pulaski County				From:		SCL Dublin		1						
(1050)	0.17	250	R					_	NA			NA		1986
				To:		77-1034								
$\bigcirc$				From:		77-1034								
(1051)	0.18	360	R						NA			NA		1995
				From:		77-1053		]——						
(1051)	0.18	360	R					_	NA			NA		1995
				Tn·		Cul-de-Sac								
	0.11	140	Б	From:		77-1034		_	NIA			NIA		1005
1052	0.11	110	R	To:		77-1053		7	NA			NA		1995
						11-1033								

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(: ()K	Dir Factor AAWDT QW	Year
Pulaski County				From:	77-1030			
1053	0.02	900	R		//-1030	NA NA	NA	1995
				To	77-1054			
1053	0.06	630	R	From:		NA	NA	1986
				To: From:	77-1055			
1053	0.06	710	R			NA	NA	1995
	2.24			From:	77-1056	<b></b>		4000
(1053)	0.04	680	R	_		NA	NA	1986
	0.02	470	R	From:	77-1052	NA	NA	1986
1053	0.02	470	IX.	To	77 1057	I NA	IVA	1900
1053	0.07	480	R	From:	77-1057	NA	NA	1995
1000				To:	77-1051			
				From:	77-1053			
1054	0.24	200	R	To:	Cul-de-Sac	NA I	NA	1995
				From:				
(1055)	0.22	300	R		77-1053	NA	NA	1995
				To:	Cul-de-Sac			
				From:	77-1053			
(1056)	0.20	270	R	To	0.1.1.0	NA I	NA	1995
				From:	Cul-de-Sac			
1057	0.19	200	R	r rom.	77-1053	NA	NA	1995
1007)				To:	Cul-de-Sac			
				From:	77-1059			
1058	0.09	20	R	. —		NA	NA	1995
				To:	77-1042			
(1050)	0.34	200	R	From:	77-1043	NA NA	NA	1995
1059	0.04	200		To	77 1050	107	14/1	1000
1059	0.10	210	R	From:	77-1058	NA	NA	1986
				To	77-1041			
1059)	0.06	30	R	From:		NA	NA	1995
				To:	77-1042			
$\bigcirc$	0.40			From:	Dead End			4000
1060	0.12	300	R	To:	77-611	NA I	NA	1999
				From:	US 11			
(1061)	0.11	1300	R		02.00	NA	NA	1995
				To- From:	77-1062			
(1061)	0.05	1400	R	_		NA	NA	1986
				To:	77-1063			
1062	0.30	210	R	From:	77-1061	NA	NA	1986
1062	0.30	210	ĸ	Ter	77,10/2	INA	IVA	1300
1062	0.06	240	R	From:	77-1063	NA	NA	1986
1062				To:	77-1066	<u> </u>		
1062	0.06	210	R	From:	11-1000	NA	NA	1986
				To:	77-1067			
1062	0.06	170	R	From:	**	NA	NA	1986
				From:	77-1068			
1062	0.06	150	R			NA	NA	1986
				To:	77-1069			

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(: (	QK Dir AAWDT QW Factor	Year
Pulaski County				From:	77-1069	<del>                                     </del>		
1062	0.15	380	R	<u> </u>	77-1009	NA NA	NA	1995
				To	77-617	1		
				From:	77-1062	j		
1063	0.16	160	R			NA	NA	1995
	0.00	4000	_	From:	77-1065	)————	NIA	4000
(1063)	0.06	1200	R			NA •	NA	1986
4000	0.02	870	R	From:	77-1064	NA	NA	1995
1063	0.02			To:	77-1061	1		
(1063)	0.25	100	R	From:	//-1001	NA NA	NA	1995
				To:	77-617	1		
				From:	77-1063			
1064	0.23	90	R	To:	77-617	NA 1	NA	1995
				From:		1		
1065	0.18	90	R	<u> </u>	77-1070	J NA	NA	1986
				To:	77-1071	1	·	
1065	0.12	130	R	From:	//-10/1	NA	NA	1986
				To:	77-1079	<b>]</b>		
1065	0.12	240	R	From:		NA	NA	1995
				To: From:	77-617	]		
1065	0.02	470	R			NA	NA	1995
				From:	77-1069	]		
1065	0.06	310	R			NA	NA	1986
				From:	77-1068	<del></del>		
1065	0.06	360	R			NA -	NA	1986
	0.06	430		From:	77-1067	)———	NA	1995
1065	0.06	430	R			NA •	INA	1990
(1005)	0.06	340	R	From:	77-1066	NA	NA	1986
1065	0.00	340		To:	77-1063	1	IVA	1500
				From:	77-1065			
1066	0.18	90	R			NA	NA	1986
				To:	77-1062			
	0.19	80	R	From:	77-1065	NA	NA	1986
1067	0.19	00	K	To:	77-1062	1	IVA	1900
				From:	77-1065			
1068	0.21	180	R			NA	NA	1986
				To:	77-1062	1		
$\bigcirc$	0.01	400		From:	77-1065		A I A	4000
1069	0.24	160	R	To:	77-1062	NA 1	NA	1986
				From:	77-617			
1070	0.10	390	R	<u> </u>	/ / <del>- 01</del> /	NA NA	NA	1986
				To	77-1065	<b></b>		
1070	0.30	100	R	From:		NA	NA	1986
				To:	77-1071	]		
1070)	0.12	80	R			NA	NA	1993
				To:	77-1079	<u> </u>		
		4-	_	From:	77-1065			4000
1071)	0.07	45	R	To:	77-1070	NA <b>1</b>	NA	1986
					/ /-10/0			

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K D I Factor Fac		Year
Pulaski County				-		1		
1070	0.20	100	R	From:	77-1078	J NA	NA	1986
1072	0.20	100	• • • • • • • • • • • • • • • • • • • •	To	77-617	1	107	1000
				From:	77-1078			
1073	0.18	80	R			NA	NA	1986
				To:	77-617			
	0.15	47	R	From:	77-1078	NA	NA	1986
1074	0.13	41	K	To:	77-617	]	NA .	1900
				From:	77-643			
1075)	0.16	80	R			NA	NA	1999
				To:	Cul-de-Sac			
$\bigcirc$				From:	SR 100	]		
1076	0.06	400	R			NA	NA	1986
	0.40		_	From:	77-1077 WEST	}	NIA	4000
1076)	0.12	90	R	To:	77-1077 EAST	NA 1	NA	1986
				From:	77-107/ EAST	<u>.                                    </u>		
1077	0.23	47	R		//-10/0 WEST	NA	NA	1986
				To:	77-1076 EAST	]		
1077	0.25	50	R	From:	TT TOTO EXIST	NA	NA	1986
				To:	77-1076 WEST			
$\overline{}$				From:	77-1074			
1078	0.05	30	R			NA	NA	1986
				To: From:	77-1073	]		
1078	0.06	40	R	To:	77-1072	NA T	NA	1986
_				From:				
1079	0.06	120	R	<u> </u>	77-1065	NA	NA	1986
				To	77-1070	7		
1079)	0.05	100	R	From:	77-1070	NA NA	NA	1986
				To:	77-1081	]		
				From:	Dead End			
1080	0.15	40	R	т	1010	NA T	NA	1999
				To: From:	77-1019			
1081)	0.15	70	R	r tolli.	Dead End	J NA	NA	1986
1001)	0.10	. •	• • • • • • • • • • • • • • • • • • • •	To	77-1079	1	101	1000
1081	0.13	40	R	From:	//-10/9	NA	NA	1986
				To:	Dead End			
				From:	US 11			
1082	0.21	70	R	_		NA	NA	1986
				To:	Dead End			
Town of Dublin				From:	77-1005			
1083	0.07	400	R	<u> </u>		NA	NA	1986
				To: From:	77-1049	1		
1083)	0.06	370	R			NA	NA	1986
				To	NCL Dublin; Gap Terminus			
Pulaski County				From:	MCI Duklim Con To	1		
1083)	0.13	360	R		NCL Dublin; Gap Terminus	J NA	NA	1986
1003)	J. 10			To:	Dead End	<u> </u>		
				From:	77-635			
1084)	0.20	50	R			NA	NA	1986
				To:	Dead End			

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC OK	$\Delta \Delta M M M M$	Year
Pulaski County				From:	US 11			
(1085)	0.09	650	R		0011	NA	NA	1986
				To: From:	77-1086 SOUTH			
1085	0.08	520	R			NA	NA	1986
	0.07	400	_	From:	77-1088	NA.	NIA.	4000
1085	0.07	130	R			NA	NA	1986
(1085)	0.07	110	R	From:	77-1087	NA	NA	1986
(1063)				To	77-1086 NORTH			
(1085)	0.17	410	R	From:	77 1000 NORTH	NA	NA	1993
				To:	77-1062			
$\bigcirc$	0.55	160	R	From:	77-1085 SOUTH	NA	NA	1986
1086	0.00	160	ĸ	T-1		INA I	INA	1900
(1086)	0.30	70	R	From:	77-1087	NA	NA	1986
(1000)				To:	77-1085 NORTH			
				From:	77-1085			
1087	0.07	110	R			NA	NA	1986
$\overline{}$	0.17	100	R	From:	77-1089	NA	NA	1986
1087	0.17	100	K	To:	77-1086	INA 	NA .	1900
				From:	77-1085			
(1088)	0.06	40	R			NA	NA	1986
				To: From:	Cul-de-Sac			
(1089)	0.09	60	R	From:	Cul-de-Sac	l NA	NA	1986
(1089)				To:	77-1087			
				From:	77-1051			
(1090)	0.13	610	R	To:	SCL Dublin	NA I	NA	03/28/200
Town of Dublin					SCL Dublin			
10wii oi Dubiiii				From:	SCL Dublin			
(1090)	0.13	610	R	To:	77-688; 77-1006	NA I	NA	03/28/200
Dolodi Come					//-088, //-1000			
Pulaski County				From:	Dead End			
(1091)	0.11	290	R	To:	GD 100	NA I	NA	1993
				From:	SR 100 77-1021			
(1092)	0.15	40	R		//-1021	NA	NA	1999
				To:	Cul-de-Sac			
				From:	77-1028			00/00/000
(1093)	0.30	50	R	To	77-1027	NA I	NA	03/20/200
Town of Dublin				<u>I</u>	77 1027			
				From:	77-01023(B)/			
(1094)	0.02	NA		To	Dead End/	NA I	NA	
Pulaski County				1	Dead Eller			
				From:	Dead End/			
(1095)	0.25	NA		To:	77-01084(R)/	NA I	NA	
Town of Dullin					/ /-U1U84(K)/			
Town of Dublin				From:	SR 100; 77-682			
(1097)	0.04	1600	R	To	77,1000	NA I	NA	1999
				To:	77-1098			

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I Factor	QK Dir AAWDT QW	Year
Town of Dublin				From:	77-1098	1		
1097)	0.11	350	R			NA	NA	1999
				To	Dead End			
$\bigcirc$				From:	77-682	J		4000
1098	0.09	940	R			NA	NA	1999
$\overline{}$	0.10	4000		From:	77-1097	)	NIA	4000
1098	0.18	1000	R	To:	SR 100	NA T	NA	1999
Pulaski County					510			
Pulaski County				From:	77-632			
1099	0.08	40	R	_		NA	NA	1995
				To:	Dead End	<u> </u>		
	0.10	40	В	From:	77-643	]	NIA	1000
1101	0.10	48	R	To:	77-1103	NA 1	NA	1999
				From:	77-643			
1102)	0.10	180	R	<u> </u>	//-0+3	NA NA	NA	1999
	· ·			To:	77-1103	1		
				From:	Dead End			
1103)	0.08	50	R			NA	NA	1999
				To: From:	77-1102	]		
1103	0.12	80	R			NA	NA	1999
				To:	77-1101			
	0.11		_	From:	77-643	]		4000
1104	0.11	80	R	To	Dead End	NA 1	NA	1999
				From:	77-643	1		
1105)	0.20	130	R		//-043	NA	NA	1999
11009				To:	US 11	1		
				From:	77-1108			
1106	0.09	70	R			NA	NA	1999
				To:	77-643			
				From:	77-1108	J		
1107	0.07	40	R	To:	77.642	NA 1	NA	1999
				From:	77-643	<u> </u>		
1108)	0.04	50	R	110111	77-1107	J NA	NA	1999
1100)	0.0.		•••	To:	77-1106	1		
				From:	US 11			
1109	0.16	20	R			NA	NA	1999
				To	Dead End			
$\bigcirc$				From:	77-636	]		
1110	0.06	170	R	To:	77 1111	NA 1	NA	1999
					77-1111	1		
1111)	0.08	160	R	From:	77-1112	J NA	NA	1999
1111)	0.00	100	1	Te-	77.1110	11/7	INC	1998
1111	0.08	10	R	From:	77-1110	NA	NA	1999
	0.00			To:	Dead End	]	INC	1000
				From:	77-1111			
1112	0.07	120	R	L	,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NA NA	NA	1999
				To:	77-1113	1		
				From:	77-1112			
1113	0.16	100	R			NA	NA	1999
				To:	Dead End	I		

					Pulaski iviali iteriarice Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		()(')	QK Dir		V Year
Pulaski Countv				From:	77-643					
(1117)	0.64	100	R	<u> </u>	//-043		NA		NA	03/20/2002
				To:	Cul-de-Sac					
				From:	Dead End					
1118	0.13	48	R				NA		NA	1993
				To: From:	77-738					
(1110)	0.10	48	R	FIOIII.	Dead End		NA		NA	1995
1119	0.10	.0		To:	77-738					1000
				From:	77-611 WEST					
1120	0.13	450	R				NA		NA	1999
				From:	77-1123					
1120	0.25	110	R				NA		NA	1999
				To: From:	77-1122	•				
1120	0.20	220	R				NA		NA	1999
				From:	77-1121					
(1120)	0.18	460	R	To:	77 (11 FACT		NA		NA	1999
				From:	77-611 EAST					
(1424)	0.25	120	R	FIOIII.	77-1123		NA		NA	1999
(1121)	0.20	120		To:	55 1100		147 (		107	1000
(1121)	0.25	120	R	From:	77-1122		NA		NA	1999
(1121)	0.20			To:	77-1124					
(1121)	0.06	240	R	From:	//-1124		NA		NA	1999
1121)				To:	77-1120					
				From:	77-1121					
(1122)	0.06	30	R				NA		NA	1999
				To: From:	77-1124					
(1122)	0.06	80	R	_			NA		NA	1999
				To:	77-1120					
	0.10	40	В	From:	Cul-de-Sac		NΙΔ		NIA	1000
(1123)	0.10	10	R	_			NA		NA	1999
	0.08	150	R	From:	77-1121		NA		NA	1999
(1123)	0.00	130	IX.	т	==		INA		INA	1999
(1123)	0.06	280	R	From:	77-1124		NA		NA	1999
(1123)	0.00	200	1	To:	77-1120		IVA		INA	1000
				From:	77-1123					
(1124)	0.25	100	R				NA		NA	1999
				To: From:	77-1122	-				
(1124)	0.20	100	R				NA		NA	1999
				To:	77-1121	]				
$\overline{}$	0.00	40	_	From:	Dead End		NI A		NIA	00/05/0000
(1127)	0.30	40	R	To:	77-672		NA		NA	02/25/2002
				From:	Dead End	<u> </u>				
(1128)	0.09	6	R	<u> </u>	Dona Ella		NA		NA	02/25/2002
				To:	77-1127					
				From:	Cul-de-Sac					
(1129)	0.07	20	R		==		NA		NA	1999
				To:	77-1131					
(42)	0.08	60	R	From:	Cul-de-Sac		NA		NA	1999
(1131)	0.00	OU	11	To:	77-1132		INA		INC	1999
				-						

Lenath	AADT	QA	4Tire	BusTruck	K QK _D	$\Delta \Delta M / M M = 0.00 M$	Year
, and the second				ZAXIE STAXIE IIIdii ZIIdi	l Factor Fac	tor	
0.29	170	R	From:	77-1132	NA	NA	1999
0.20	.,,		To:	77 1120	1	107	1000
0.10	360	R	From:	//-1129	NA NA	NA	1999
			To: From:	77-1133	]		
0.15	630	R	-		NA	NA	1999
0.13	70	R	r rom.	//-80/	J NA	NA	1999
			To:	77-1131	]		
			From:	77-1131	]		
0.04	300	R			NA	NA	1999
0.00	150	В	From:	77-1134	NA NA	NΛ	1999
0.09	130	K	To:	77.1120	7	NA.	1998
0.06	80	R	From:	//-1137	NA	NA	1999
			To	77-1134	1		
0.08	40	R			NA	NA	1999
0.22	80	P	From:	77-1133	J NA	NΔ	1999
0.22	00	IX.	To	77-1133	]	INA	1995
			From:	77-647			
0.28	80	R	_		NA	NA	1999
0.20	40	R	From:	77-744	J NA	NA	1999
0.20			To:	Dead End	1		
			From:	Dead End	]		
0.11	48	R	To:	77 1121	NA T	NA	1999
					<u> </u> 		
0.14	NA			Cui-de-Sac	NA NA	NA	
			To:	77-807	1		
		_	From:	Cul-de-Sac	J		4000
0.07	20	ĸ	To:	77-1133	NA 1	NA	1999
			From:				
0.11	80	R			NA	NA	1986
			To:	Dead End			
0.12	90	В	From:	77-636	J NA	NΛ	1999
0.12	30	IX	To:	77-1142	]	IVA	1995
			From:	Dead End			
0.04	10	R	<u></u>		NA	NA	1999
			From:	77-1143	<u></u>		
0.07	40	R	To:	77-1141	NA <b>1</b>	NA	1999
			From:		1		
0.11	70	R	<u> </u>	,, 550	NA	NA	1999
			То:	77-1142	]		
0.30	30	R	From:	BEGIN LOOP	NA	NA	1993
	211	~			NA	NIΔ	1003
	0.29 0.10 0.15 0.13 0.04 0.09 0.06 0.08 0.22 0.28 0.20 0.11 0.14 0.07 0.11 0.12 0.04 0.07 0.11	0.29 170 0.10 360 0.15 630 0.15 630 0.13 70 0.04 300 0.09 150 0.06 80 0.08 40 0.22 80 0.28 80 0.20 40 0.11 48 0.14 NA 0.07 20 0.11 80 0.12 90 0.04 10 0.07 40	0.29 170 R 0.10 360 R 0.15 630 R 0.13 70 R 0.04 300 R 0.09 150 R 0.06 80 R 0.08 40 R 0.22 80 R 0.22 80 R 0.22 80 R 0.24 R 0.11 48 R 0.11 48 R 0.11 80 R 0.11 80 R 0.12 90 R 0.07 20 R 0.07 40 R	0.29   170   R	170   R   170   R   170   R   170   170   R   170   R	Cold-de-Sac   Cold-de-Sac	170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170   170

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I QC Factor	Dir AAWDT QW Factor	Year
Pulaski County				From:	END LOOP	1		
1144)	0.03	30	R			NA	NA	1993
				To	NCL Pulaski	<u> </u>		
	0.55	20	R	From:	77-636	NA	NA	1986
1145	0.55	20	K	То:	77-636	]	INA	1900
				From:	Cul-de-Sac/			
1146	0.37	NA				NA	NA	
				То:	77-01145(B)/			
	0.10	30	R	From:	77-1131	] NA	NA	1999
1147	0.10	30	K	То:	Dead End	1	INA	1999
				From:	SR 114			
1200	0.57	130	R			NA	NA	1993
$\bigcirc$				To:	Dead End	1		
$\bigcirc$			_	From:	77-1203			4000
1201	0.07	70	R			NA •	NA	1986
	0.03	200	R	From:	77-1202	NA	NA	1986
1201)	0.03	200	K	То:	US 11	1	INA	1900
				From:	Dead End	1		
1202	0.11	120	R			NA	NA	1986
				To:	77-1201	1		
				From:	Dead End	]		
1203	0.06	40	R	To:	77-1201	NA 1	NA	1986
				From:	77-621	<u> </u>		
1204	0.17	90	R		//-021	J NA	NA	1986
1204)				То:	77-679	1		
				From:	Dead End			
1205	0.09	20	R			NA	NA	1986
_				To- From:	77-1210	]		
1205	0.06	310	R			NA	NA	1986
				To: From:	77-1207	<u> </u>		4000
1205	0.35	360	R	То:	77-600	NA 1	NA	1986
				From:	77-600	1		
1206)	0.05	80	R	<u> </u>	77-000	NA	NA	1986
				To:	77-754	]		
1206)	0.07	100	R	From:		NA	NA	1986
				To:	77-765			
$\bigcirc$				From:	77-1205			4000
1207	0.11	50	R	To:	Dead End	NA 1	NA	1986
				From:	US 11	<u> </u>		
1208)	0.17	180	R		0511	J NA	NA	1986
	• • • • • • • • • • • • • • • • • • • •			To:	Dead End	1		
		<u> </u>		From:	SR 114			
1209	0.09	240	R			NA	NA	1986
				To- From:	77-1230	]		
1209	0.06	180	R	_T	0.11.2	NA 1	NA	1986
				To:	Cul-de-Sac	1		
	0.09	30	R	From:	Dead End	NA	NA	1986
1210	0.09	JU	Λ.	To-	77-1211	]	INA	1900
					**	•		

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC K I Factor I	Dir AAWDT QW actor	Year
Pulaski County				From:	77-1211			
1210	0.06	260	R			NA	NA	1986
				To:	77-1205			
	0.06	30	R	From:	77-1210	NA	NA	1986
1211)	0.00			To:	Cul-de-Sac	1	14/1	1000
				From:	Dead End			
1212	0.17	50	R	To:	110.11	NA 1	NA	1986
				From:	US 11  Dead End			
1213	0.06	40	R	<u></u>	Dead End	NA	NA	1989
				To:	77-624	]		
$\bigcirc$	0.00	N14		From:	SR 114	<u> </u>	NIA	
1214	0.20	NA		To:	Dead End	NA 1	NA	
				From:	77-600			
1215	0.23	40	R			NA	NA	1986
				To:	Cul-de-Sac			
	0.63	NA		From:	77-679	NA	NA	
1218)	0.03	NA.		To	Cul-de-Sac	]	INA	
_				From:	77-600			
1220	0.30	110	R	_		NA	NA	1986
				To:	Cul-de-Sac	<u> </u>		
1225	0.30	190	R	From:	77-623	J NA	NA	1993
1225)				To:	77-1226	1		
				From:	Dead End			
1226)	0.11	40	R			NA	NA	1993
1226	0.01	400		From:	77-1227	]	NIA.	4000
1226)	0.21	130	R	_		NA •	NA	1993
	0.10	180	R	From:	77-1228	NA	NA	1993
1226	0.10	100		To:	77-1225	1	IVA	1000
1226)	0.15	20	R	From:	//-1223	NA	NA	1993
				To:	Cul-de-Sac			
$\bigcirc$			_	From:	Cul-de-Sac			4000
1227	0.09	40	R	To:	77-1226	NA 1	NA	1993
				From:	77-1226			
1228	0.37	50	R	<u> </u>	,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NA	NA	1993
				To:	Cul-de-Sac	]		
$\bigcirc$	0.44	40		From:	Dead End	]	NIA	4000
1230	0.11	40	R			NA T	NA	1986
1230	0.06	80	R	From:	77-1209	NA	NA	1986
1230)	0.00			To:	77-1231	]		
				From:	Cul-de-Sac			
1231	0.23	70	R	_		NA	NA	1986
				To:	77-1230	1		
1240	0.26	60	R	From:	Cul-de-Sac	J NA	NA	1999
1240)	0.20			To:	77-1241		14/1	1000
1240	0.16	170	R	From:	/ /-1241	NA	NA	1999
				To:	77-671	1		

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K il CFactor F	Dir AAWDT QW Factor	Year
Pulaski County				From:	Cul-de-Sac	1		
1241)	0.20	80	R			NA	NA	1999
				To:	77-1240			
$\bigcirc$	0.07		_	From:	77-654	]		4000
1301)	0.07	250	R			NA _	NA	1999
	0.07	400	_	From:	77-1303		- NIA	4000
1301)	0.07	180	R			NA -	NA	1999
$\overline{}$	0.07			From:	77-1302	NIA.	NIA	4000
1301)	0.07	90	R	To:	77-1304	NA T	NA	1999
				From:	Cul-de-Sac			
1302	0.12	70	R		Cur-uc-Suc	NA NA	NA	1999
				To:	77-1301	7		
1302	0.10	30	R	From:	//-1301	NA NA	NA	1999
1002				To:	77-1303			
				From:	Dead End			
1303	0.11	20	R	-		NA	NA	1999
				To:	77-1301	]		
1303	0.17	100	R	F10111		NA	NA	1999
				To:	77-1302	7		
1303	0.07	50	R	From:		NA	NA	1999
				To	77-1304			
1303)	0.19	20	R	From:	77 1301	NA NA	NA	1999
				To:	Dead End			
				From:	Dead End			
1304	0.14	40	R			NA	NA	1999
				From:	77-1301			
1304)	0.10	20	R			NA	NA	1999
				To:	77-1303			
$\bigcirc$				From:	Cul-de-Sac			
1310	0.54	60	R	To:	57. (2)	NA NA	NA	1999
					77-626			
	0.25	40	R	From:	77-663	J NA	NA	1999
1401)	0.23	40	K	To:	Cul-de-Sac	7	INA	1999
				From:	Dead End			
1402	0.23	60	R	<u> </u>	Dead End	NA NA	NA	1999
				To:	77-1403 WEST	7		
1402)	0.12	70	R	From:	//-1405 WEST	NA NA	NA	1999
				To	77-1403 EAST	7		
1402)	0.03	130	R	From:	//-1403 EAS1	NA NA	NA	1999
				To:	77-663	1		
				From:	77-1402			
1403)	0.35	50	R			NA	NA	1999
				To:	77-1402			
<u> </u>				From:	77-643			
9342)	0.85	3500	R	_		NA NA	NA	1991
				To:	Pulaski High School			
Town of Dublin				From:	77 1004	1		
0246	0.05	170	R		77-1004	L NA	NA	1986
9346	0.00		•	T	77.100	 T		.000
0246	0.09	160	R	From:	77-1001	NA	NA	1986
9346	0.09	100	11	To:	77-746		LVC	1000
					,,,,,,	+		

					Pu	ılaski Mainte	nance Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/			$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:											
(2017)	0.05	250	R	From:		FR-4	7			NA			NA		1991
(9347)	0.00	200		To:		Draper Elem	School			IVA			IVA		1001
				From:		77-69									
9517)	0.09	150	R	<u> </u>		77.05				NA			NA		1986
				To:		77-69	3								
				From:		77-69	3								
9518	0.07	120	R	_						NA			NA		1991
				To:		Snowville Ele	m School								
	0.40	040	_	From:		77-61	1			N.1.0			NIA		4004
9519	0.12	210	R	To:		Newbern Eler	n School			NA			NA		1991
				- I		Newbern Ele	II SCHOOL								
Town of Dublin				From:		77-74	6								
9520	0.24	710	R				-			NA			NA		1991
				To:		Dublin High	School								
				From:		Dublin Mid	School								
9927)	0.26	1200	R							NA			NA		1991
				To:		77-63	2								
Pulaski County				From:		D 1 1:0									
740	0.05	20	R	FIOIII.		Pulaski Cou	ity Line			NA			NA		10/30/2003
(712)	0.03	20	K	To:		Dead E	nd		Ī	INA			INA		10/30/200
Town of Pulaski															
TOWN OF FUIASKI				From:		Us 11Washin	gton Ave								
4600 Dora Hwy	0.22	2200	G	99%	0%	0% 0	% 0%	0%	С	0.088	F	0.507	2300	G	2003
(123)				From:		Pierce A	ve								
4600 Dora Hwy	0.96	1100	G	99%	0%	0% 0	% 0%	0%	F	0.089	F	0.507	1200	G	2003
125				To: From:		Springer	Ave		ļ						
4600 125 Dora Hwy	1.12	1200	G	98%	0%		% 0%	0%	С	0.089	F	0.530	1300	G	2003
125				To:		SR 99	)								
				From:	7	77-650 JB-125 S	CL Pulaski								
Valley Rd	0.55	NA								NA			NA		
				To: From:		Pulaski S Pulaski									
(4601) Valley Rd	0.33	1100	G	99%	0%		% 0%	0%	С	0.098	F	0.571	1200	G	2003
125				To:		Commerc	e St								
O 14 11 - 5 1				From:		125-4602; Cor	nmerce St								
(4601) Valley Rd	0.13	NA		To:		SR 99 Rand	olph St		ı	NA			NA		
				From:											
(4602) Case Knife Rd	0.58	640	G	98%	0%	SCL Pul 1% 0	% 1%	0%	l F	0.104	F	0.536	690	G	2003
(4602) Case Knife Rd	0.00	040	Ū	To:	070	Howard		070	1	0.104	•	0.000	000	O	2000
				From:		Case Knit	e Rd								
Howard St	0.21	900	G	98%	0%		% 1%	0%	F	0.092	F	0.622	970	G	2003
				To: From:		Commerc									
(4602) Commerce St	0.69	2600	G	98%	0%		% 1%	0%	F	0.087	F	0.547	2800	G	2003
(4602) Commerce St					-	Valley									
(4602) Commerce St	0.27	2400	G	From: 98%	0%		% 1%	0%	С	0.084	F	0.570	2600	G	2003
4602 Commerce St				To:		US 11 Washir			L Ŭ					_	
				From:		Main									
4603 125 Altoona St	0.32	1300	G	98%	1%		% 0%	0%	С	0.088	F	0.55	1400	G	2003
125				To:		NCL Pul	aski								
_				From:		WCL Pu	aski						<u> </u>		
MT. Olivet Rd	0.28	1100	G	98%	0%		% 0%	0%	F	0.104	F	0.602	1200	G	2003
120/				To:		Magazin	e St								

							an ite iai ie									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Pulaski				From:		3.6	Oli - D.I									
4604 Magazine St	0.13	1300	G	98% To:	0%	1%	Olivet Rd 1% Main St	0%	0%	F	0.102	F	0.626	1400	G	2003
4604 Main St	0.08	1400	G	98%	0%	Ма 1%	1%	0%	0%	С	0.093	F	0.591	1500	G	2003
4604 Main St	0.15	2900	G	To: From: 98% To:	0%	1%	toona Rd 1% Randolph A	0% .ve	0%	F	0.087	F	0.582	3100	G	2003
4607 Alum Spring Rd	0.57	2000	G	98% To:	0%	Lee Hi	ghway US 0% L Pulaski		0%	С	0.104	F	0.602	2200	G	2003
4608 125 Peppers Ferry Rd	1.10	2500	G	98%	0%		1 Lee Hwy 0%	0%	0%	F	0.098	F	0.545	2700	G	2003
4608 Peppers Ferry Rd	0.37	670	G	From: 98%	0%	1%	0%	0%	0%	С	0.105	F	0.578	720	G	2003
Peppers Ferry Rd	1.22	650	G	98% To:	0%	1%	ott Dr Old E 0% 1 Lee Hwy	0%	0%	F	0.118	F	0.534	710	G	2003
4609 Memorial Dr	1.21	8000	G	99% To:	0%	0%	White Blvd 0% 1 Main St	0%	0%	С	0.091	F	0.533	8700	G	2003
Bob White Blvd	0.39	8700	G	98%	0%	1%	Main St 0%	1%	0%	С	0.097	F	0.586	9400	G	2003
Bob White Blvd	0.36	6600	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.52	7200	G	2003
Bob White Blvd	1.33	6000	G	98% To:	0%	1%	0% L Pulaski	1%	0%	F	0.107	F	0.626	6500	G	2003
5th Street		3600	G	From:			nington Ave	2			0.086	F		3900	G	2003
Duncan Avenue		3500	F	98% To:	0%	1%	1st St 0% 99 Main St	1%	0%	С	0.092	F	0.509	3500	F	2003
Grove Ave		NA		From:			wbern Rd sh Forest R	d			NA			NA		
Hopkins Dr		170	G	From:		G	rove Dr				0.106	F		190	G	2003
MacGill St		660	G	From:			Hill St Dillon St				0.119	F		710	G	2003
				From:			rs Ferry Ro	ad	Ī							